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CBW
Coach and Bus Week
The PSV industry's news weekly Issue 292 23 October 1997

INSIDE

HUNDREDS OF CLASSIFIED BARGAINS

STEP UP FOR THE T9

Van Hool wins top Euro award at Kortrijk

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EDITORIAL

Time to get tough

CBW Coach and Bus Week

THE TIME may well have come for the gloves to come off with regard to coach operators who are blatantly flouting package deal regulations.

There are savings to be had by flouting this area of the law, and to be used against law-abiding operators to sell packages. This practice is hardly rife, but the public's ignorance of the so-called bonding regulations allows unscrupulous operators to run uninsured packages without hindrance, usually under the guise of running a trust account.

The industry, however, is often well aware of the tour operators who are ducking their responsibility. Not only do these operators cheapen coach tours, they cheapen the industry's image when they crash. Yet very few are 'shopped' by operators.

The Government is well aware of the problem. We hear that it is looking at the situation with the underlying notion that it could introduce a further licensing authority to administer package holiday regulation. The bad news is that the coach industry has yet to get involved in the talking...

UK out of the cold

IT'S NOT A LONG TIME AGO when a visit to a European coach and bus show would leave a UK operator full of envy and wonder. The envy followed the observation that the vehicles were from a different planet and the wonder was the inevitable consequence of trying a quick calculation on a conversion table to find out how much it all cost.

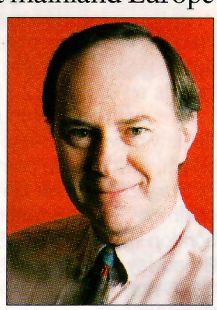
But it's all changing.

Spanish coachbuilders are among those to have tackled the challenge of decline in their home market by looking abroad.

Coincidentally German suppliers in particular have established plants in low-cost countries such as Turkey, bringing their prices more into line with what is affordable, a £45,000 MAN-engined midi coach from Liberty Bus at this week's Kortrijk show being just one example.

In addition there's a rash of budget priced 12-metre school buses for around £75,000 - worth a look if you're in that market.

Yet there's still plenty of evidence to suggest that mainland Europe is determined to hang on to its high-quality image - coaches from Van Hool, Neoplan and EvoBus, for example.



Europe, it appears, is no longer remote from UK aspirations. It remains to be seen whether this is either the result of the EU open market or commercial realism forced on an industry when new vehicle sales are depressed.

MIKE MORGAN, *Editor*

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events

27 - 30 October: Bus Business, Verona, Italy. Contact CIEMME, on fax 00 39 464 551 938

28 October: Omnibus Society meeting - Ensign Bus and London Pride by Peter Newman. London Transport HQ, 55 Broadway, London SW1, 1845 hrs. Details from Barry Le Jeune on 0171 918 3295

29 October: London's Transport Future, Chartered Institute of Transport Conference at The TowerThistle Hotel, London E1. Speakers include Glenda Jackson and Steven Norris. Details on 0171 233 7600, fax 0171 233 7611

5-6 November: British National Congress of World Road Association (PIARC),- Transportation Beyond The Millennium, Searching for the real economic and environmental solutions. Manchester Conference Centre, UMIST, Sackville Street, Manchester M60 1QD. Details on 0171 921 4323, 0171 921 2214

10-11 November: UITP conference - Safe Public Transport, Safe Cities - plus security exhibition. Maritim proArte Hotel, Berlin. Details on +49 30 20 335, fax +49 30 20 334 209

12-15 November: Community Transport 97, Norbreck Castle Hotel Blackpool. Details on 0161 366 6685 or 0161 351 1475. *E-mail: cta.man@dial.pipex. com, http://dspace.dial. pipex.com/town/terrace/pi21/index.htm*

21 November: National Planning Aid Conference, Gateshead Civic Centre. Details on 0191 222 7812

25 November: Omnibus Society meeting - Stagecoach, a worldwide company by Stagecoach East London chairman Roger Bowker. London Transport HQ, 55 Broadway, London SW1, 1845 hrs. Details from Barry Le Jeune on 0171 918 3295

23 January 1998: *CBW's* Coach Industry Awards, Metropole Hotel, NEC. Details from Kate Dalton, Evention, 5 Fenlake Business Park, Fengate, Peterborough PE1 5QB, tel 01733 311599, fax 01733 343310

Only one coach in 82 on way to Blackpool gets an immediate

Police NW spot check

GM Police uncovered 11 tachograph offences

By Mike Morgan

ONLY one immediate prohibition was the result of an M62 coach check involving 82 coaches... but police uncovered 11 tachograph offences and expect to prosecute nine operators or drivers. Eighteen vehicles received PG9s.

The spot check at Birch Services by Greater Manchester Police and Vehicle Inspectorate coincided with the peak Blackpool Illuminations weekend when over 1,000 coaches headed for the Fylde coast. The immediate prohibition was for a bald tyre, on an elderly coach carrying schoolgirl hockey players. Teachers had been abusive on being stopped until shown the defect, says GMP.

"When I find that the safety and lives of the people on these coaches are being put at risk, I get very angry," said Inspector Craig Fairbrother. "Sadly, our experience shows that there are still a small number of coach operators who are putting lives at risk with poor maintenance and inadequate monitoring of drivers' hours regulations."

Among faults were a fuel leak, defective brakes, missing fire extinguishers , cracked windscreens and obstructed emergency exits. One driver had a tachograph forward-dated by two days.

Details of the check had been kept under wraps by GMP as part of its clampdown on unsafe or illegally operated coaches and buses. The latest check at Birch services, westbound, took place between 7am and 2pm last Saturday. Its target was the large number of PSVs using the service station as a comfort stop on the way to Blackpool and sporting events in the north west.

Inspector Fairbrother claims the checks are geared to supporting the highly regulated professional operator. He said: "The national trade

Nat Ex network on the Internet

NATIONAL EXPRESS has its network on the Internet... with a journey-planner built in. The revamped computer Website, which can be accessed from any home computer, allows users to type in simply origin and destination of their trip, plus the preferred time, and NatEx gives the journey times and even the price.

Included in the pages available to 'surfers' is a facility to book tickets through the computer using credit or debit cards, and obtain discount coachcards. The site also includes travel information and special offers.

Internet users can find it at: http://www.nationalexpress.co.uk

The Kings Ferry has also gone 'live' with comprehensive information about its services, including its express and private hire. The site complements another run by The Guild of British Coach Operators.

Acquisition planned by Leger

LEGER Travel is in the market to purchase a UK coach company as part of a major expansion into the UK and long-haul markets.

The Yorkshire-based coach tour operator has appointed Roger Davies, former Airtours chairman, as non-executive chairman with the specific brief of helping with acquisitions. Leger, which currently operates European and Irish coach tours, has the backing of 3i, the venture capital house.

Finance director Nick Newton said: "The UK is a very competitive market, with large, established operators, and we are looking at an acquisition if we want to break into that market.

"It could be a coach tour operator - with or without vehicles - and one with UK or European experience.

Further afield, Mr Newton said Leger was looking to expand into the long-haul market, particularly in the United States and China. A West Coast Explorer programme to America was introduced this year and had proved very successful, he said. Philip Newcombe, from Travelsphere, had been appointed product director to develop these markets.

The expansion plans come on the back of a good year for Leger

Leger Travel wants to buy a coach tour operation - with or without vehicles

prohibition but it's for bald tyre on vehicle with school kids

proves illuminating

organisation for coach and bus operators, the Confederation of Passenger Transport UK, along with the various enforcement agencies, are all dedicated to ensuring a high standard of operation for all coach and bus operators.

"However, there are still a small number of coach and bus operators using poorly maintained vehicles that do not conform to current legislation and which do not meet the high standards imposed on those who wish to carry the public for profit. Recent legislation has also restricted the driving of minibuses by new drivers, and the towing of trailers by passenger carrying vehicles."

In the event of unsafe or illegally-operated vehicles taken off the road, GMP had replacement coaches on standby. Inspector Fairbrother said: "We firmly believe passengers would rather have this happen to them than to continue to have their lives placed at risk by the actions of an irresponsible coach or bus operator."

Eighteen vehicles received PG9s out of 82 checked...

...on their way to the Blackpool Illuminations

Renown is best seller

ORDERS flooding in for the 12-metre Wrights Renown-bodied lowfloor buses place the citybus as best seller in its class

Since its launch in May orders for the Renown - on Volvo B10BLE chassis - have shot up to 180 vehicles. The Go-Ahead Group has ordered 40 — 21 for Brighton & Hove and 19 for Go-Ahead North East. Mainline Group of South Yorkshire is taking 10 - its first 12-metre accessible buses. Blazefield Holdings has ordered eight for Keighley & District. These orders add to 112 Renowns for FirstBus and 10 for Travel West Midlands.

New vehicles at the CTA show

NEXT MONTH'S CTA show at Blackpool will be host to the launch of new accessible coaches from UVG Wales and Crest Coach Coversions.

UVG Wales, the former Bedwas business based in Newport, unveils its New Look Mobility body which has adopted stainless steel body framing for bodies on Iveco 49.10 and Mercedes-Benz 814D.

A coach with up to 33 seats called the Mirage is the result of a joint venture between Crest and Nu-Track. It is based on Mercedes-Benz Vario and has an all aluminium frame. The first is a 24-seat accessible coach.

NCT has stake in Pathfinder

NOTTINGHAM CITY TRANSPORT has a majority stake in Pathfinder, the innovative Newark-based franchise minibus operation launched in 1988. It is understood that NCT has increased its minority stake to 80% but Pathfinder remains a separate business operating 25 minibuses and employing 40 drivers. Founder Garry Lee started with three coaches and built up the business as ShuttleCo with the aim of developing franchise agreements with small operators.

Trading Standards probe op

SOUTHSEA-based Diamond Coach Travel is being investigated by Trading Standards for failing to meet package holiday 'bonding' requirements.

The company, which shut down without notice last month, has left 50 people without holidays or refunds. Proprietor Mark Thomas has promised to pay back holidaymakers personally, but says he has already lost a substantial amount of his own cash.

At first, visitors to Diamond's travel shop were told that trips had been taken over by Priory Coaches of Gosport. This was not true.

"We knew there was trouble with Diamond Coaches, and had discussions with them about taking over a couple of contracts with schools," managing director Raymond Theobald told a local newpaper. "But we did not agree to take over any other business."

Mr Theobald said Diamond sold their holidays on price, undercutting operators in the area.

Trading standards officer David May said: "Although I cannot comment on this specific case, we would urge people to check that their firm has suitable financial security before booking."

MoT will check seatbelts

COACH seatbelts will be examined comprehensively, on all coaches, at MOT under new proposals from the Government... and the fee will go up as a result.

The Department of the Environment, Transport and the Regions (DETR) will introduce a subjective, visual test of seatbelts on 10 February, 1998 - the deadline for belt fitment to pre-1988 coaches used to carry children. But the test will apply throughout the PSV fleet, says DETR.

It will include examining the condition of the belt, its suitability and the likelihood of its failure in an accident, in the opinion of the vehicle test station. The aim, says DETR, is to spot those seat belts which obviously fall below basic standards rather than provide any quantitative analysis.

"In practical terms," says DETR, "the check would be with a view to ensuring... the belt was likely to fulfil its intended function in the event of an accident."

■ Copies of the consultation document from Cathy Jenkins, Zone 2/05, DETR, Great Minster House, 76 Marsham Street, London SW1P 4DR.

ARRIVA

What's in a name?

MORE LIGHT has been cast on the choice of Arriva as the new name for the Cowie group (*CBW*, 16 October) and the new symbol 'wheels within wheels' designed by the consultancy, Bamber Forsyth.

The Arriva identity and logo will be rolling out over the next year on Cowie's 7,000 buses, saving a predicted £300,000 a year spent on transfer repainting. However, London-based buses remain red.

Arriva Passenger Services covers the bus operating companies and Arriva Bus & Coach is the new name for Hughes DAF.

in brief

TRANSPORT minister Glenda Jackson MP has launched Hackney's new PlusBus and Co-ordination Centre for residents with reduced mobility. The centre will centralise bookings for the five or six different community transport schemes. Where need is greatest, new PlusBus services will be introduced, and use of alternative fuels examined.

THE overcrowding of Manchester's Metrolink - which carries 13% more people than the original design estimated - is the subject of a new study which may introduce more stops, and more park and ride. The light rail scheme planned for 12 million passenger journeys a year now carries 13.6 million, and the number is growing despite peak-hour overcrowding.

CONSULTANCY Oscar Faber is aiming to bring traffic levels on York's Skipton Road corridor down to 1992 levels. A study will look at improved bus priority and park and ride among other schemes to reduce congestion.

Call to delegates at SmartCity 97 comes on the eve of

Bring in smartcards now

By Mark Williams

WITH fare fraud in some areas topping 30%, bus operators have been urged to introduce smartcard technology as soon as possible.

The call to delegates at SmartCity 97 conferences comes on the eve of announcements of massive smartcard trials in Hertfordshire, Newcastle and Leeds, which will involve hundreds of buses and the issue of tens of thousands of smartcards for use not only on transport but in shops and for council services.

Already, a trial of smartcards in Southport for Merseytravel's free, concessionary bus users has suggested that the PTA could save up to 30% of the current £50 million subsidy paid to operators - a scheme which Merseytravel's travel concessions manager Peter Ratchford says is impossible to accurately monitor without smartcard.

"The scheme costs £1million a year in staff to monitor, and we still base our concessionary fare payments to operators on a 1% sample," said Mr Ratchford.

"We had to find a form of ticketing to give us better control over concessions."

In all, 10,000 Southport pensioners voluntarily queued to collect their smartcards in the £250,000 trial: "We now believe fare fraud is absolutely rife - as high as 30%," said Mr Ratchford. He said a few drivers objected so strongly to the fraud-proof cards that they hung their coats over the card reader and claimed it wasn't working.

"However, we had absolutely no card or machine failure throughout the trial," said Mr Ratchford. "And lost cards could be immediately 'hotlisted' and duplicates produced from photos stored on computer."

Mr Ratchford said the ideal smartcard ticketing system would have entry and exit validation, so that people's precise travel patterns could be assessed. Progress with cheap vehicle location systems would allow computer analysis.

Merseytravel is now planning to extend the smartcard scheme for concessionary travel, possibly throughout the Merseytravel area.

'Cash use cut by third'

SMARTCARD consultant Dr Peter Harrup told delegates that the £1 billion Prestige smartcard scheme proposed for London - the world's biggest - will reduce cash use by up to a third.

But it will bring with it a reduction in muggings and petty fraud, encourage the disabled to travel and shop more, and will help 'shut out' banks whose rival smartcard schemes require more complex technology.

"Smartcards, used as electronic 'purses' will replace debit cards such as Connect, and credit cards, for small transactions," said Dr Harrup. "When you use a purse-card, you incur no charges. Banks do not like this idea, of course, because credit and charges are the most profitable parts of their business."

Dr Harrup said the reliability of contactless smartcards - which in common with the card readers, have no moving parts - is almost total.

'Talk to local authorities'

OPERATORS should be talking to local authorities now about smartcard systems... because councils may have the best chance of getting them in

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announcements of extensive trials in several areas of UK

is conferences' message

place. John Batten, md of smartcard facilitator Transmo, warned that a 'critical mass' of around 80,000 population is needed to make smartcard technology viable, and the best way to achieve this degree of use is to merge several functions into a multi-role card.

Mr Batten's company plays a central role in Citycard - a smartcard system - in providing electronic security hardware for any smartcard system, and providing a clearing centre for financial transactions. But he says use of smartcards for library and leisure passes, and for parking payments, might be the springboard for local schemes.

"The driving force behind a scheme might be a combination of local authority, bus operators, retailers and the public," said Mr Batten. "But smartcard with an electronic purse is ideal for local authority concessionary fare schemes where the authority wants a better return on its investment in fares."

A multi-role smartcard like Citycard could be issued to children for school registration and school buses, and could be used to pay for school meals.

Chips with everything: smartcards can be multi-functional

It could be used as a loyalty discount card for town centre retailers, and space on the card can be sold for advertising.

Among 'come on' factors which will attract councils are cheaper delivery of authority services, providing information for a transport strategy, attracting European Union funding, and improving local authority image.

Delegates were repeatedly warned that smartcard schemes require the extra shove of an extensive, and sometimes expensive, marketing campaign to engender wide acceptance, before returns in the form of reduced costs and speeded-up services can be realised.

What is a smartcard?

A SMARTCARD - which does not have to be card-shaped - is a portable microcomputer chip system which can store large amounts of digital information.

Smartcards are powered by the card reader, either by direct contact or, in the case of contactless cards, by using magnetic fields to generate a current in the card.

The card can then transmit information to the card reader and receive programming information.

Smartcards can be used for 'pay in advance' applications - 'charged' with cash before use - 'pay now' applications similar to Connect and Switch, and 'pay later' credit card applications.

They can also store a large amount of information about the card user, useful in membership schemes or concessionary fares. All of these functions can be performed by a single card.

The payee, having collected his electronic credit (every transaction is uniquely security-tagged by the reader and card) passes the information to a clearing house, which electronically and instantly transfers the credit to the payee. Smartcards can offer much better security than 'swipe' cards, and can be made to last a decade.

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Double-deck T9 Astromega is 2.55 m wide... Astrobel for UK is next

Belgian manufacturer's fiftieth year

A golden time for Van Hool at show

By Mike Morgan

IT'S A GOLDEN celebration for Van Hool at the 14th biennial coach and bus trade fair at Kortrijk this week. Now in its 50th year, the Belgian manufacturer not only carried away the International Coach of the Year award at its first attempt but followed the UK launch of the new T9 Alizee and the 1995 debut of its T9 integral with the world premiere of three additions to the range.

While Kortrijk is a major shop window for a wide range of manufacturers and suppliers, it is indigenous companies from the Benelux countries which frequently make the headlines... and 1998 was no exception.

Van Hool's new-look coach range started with the Acron and it was this MAN-engined integral which won Coach of the Year ahead of the Neoplan Starliner and Setra S319 EG-HD. The winning vehicle had 36 seats in its 12-metre configuration. Success was hailed by the company as confirmation that the latest developments are on the right track.

Bernard Van Hool, together with his four eldest sons, built the first Van Hool bus bodies in 1947 and started building integrals 10 years later. Today it is one of the largest independent manufacturers of integral coaches and buses in western Europe, producing around 1,350 vehicles a year.

In addition the factory at Lier near Antwerp builds 3,500 trailers for the HGV market and since 1990 has owned the former LAG coach factory at Bree where, each year, up to 200 EOS coaches are completed.

New for 1998 are Van Hool's first T9s built to the new EU maximum width, which is 2.55 metres.

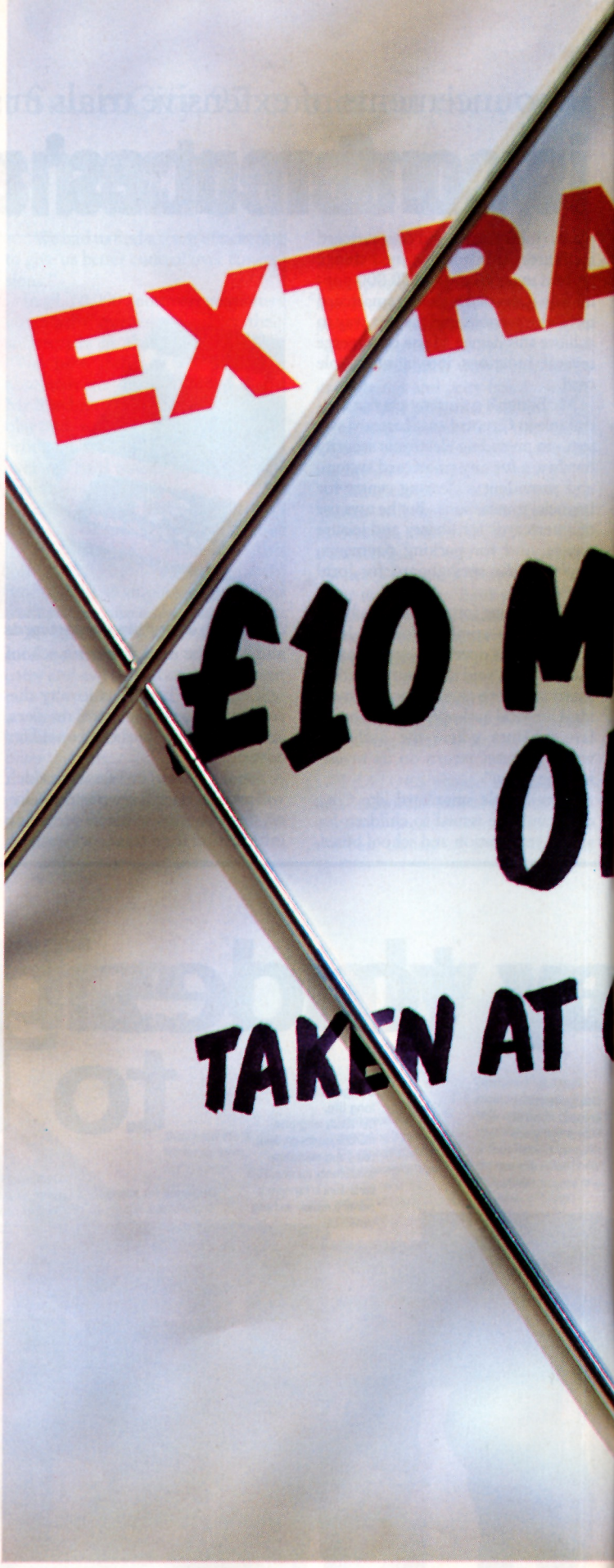
The double-deck TD924 Astromega integral is the forerunner of the first new-style body-on-chassis Astrobels which are scheduled for their UK debut in 1998.

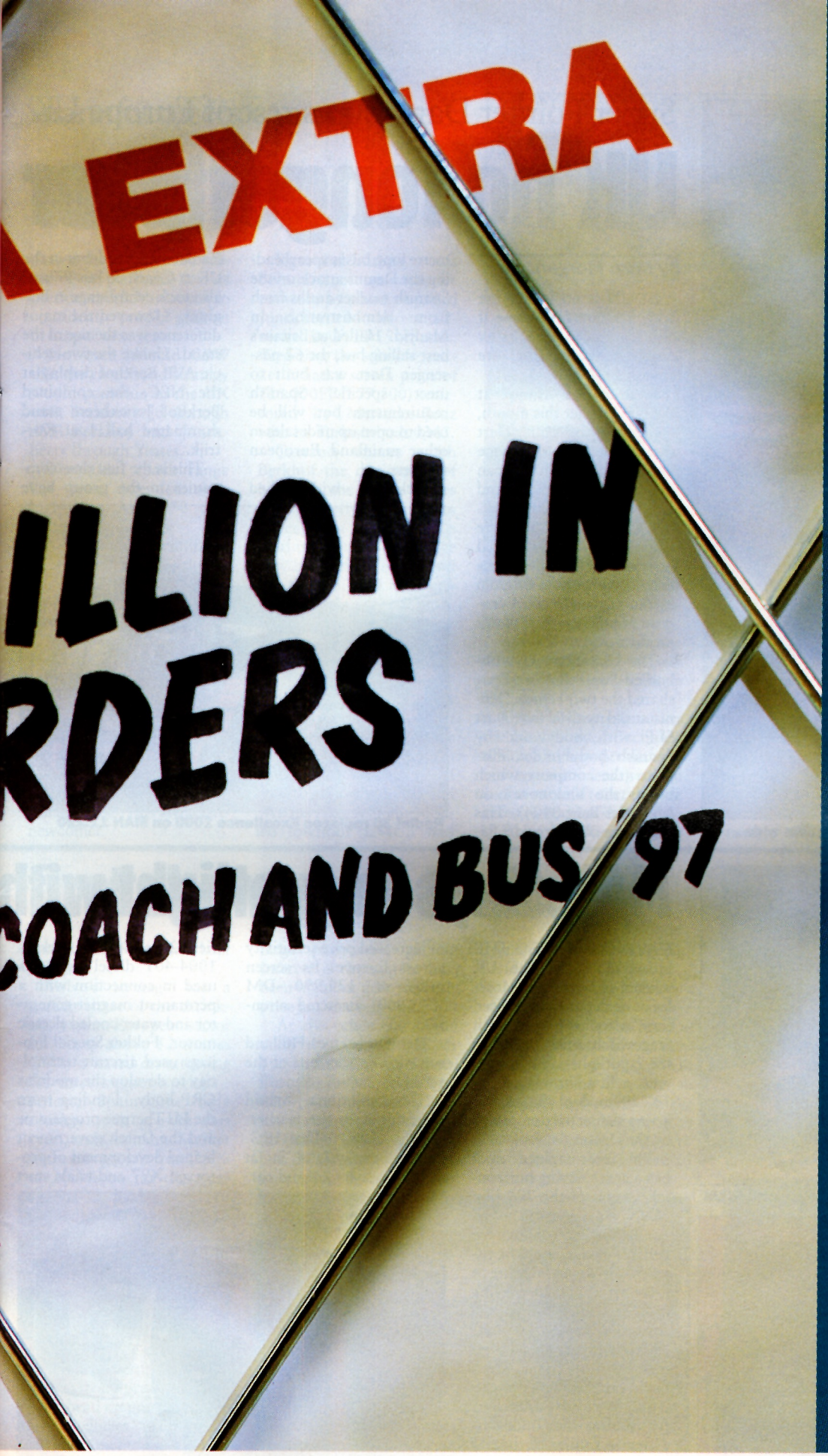
The T917 is the 13.7-metre version of the 3.6-metre high Acron, continuing a tradition of building longer-than-12-metre vehicles - initially only for Scandinavian and American market, but now also intended for mainland Europe.

However, this new coach follows a trend away from 15 metres identified at Kortrijk for the first time. A 13.7-metre Astromega was also on display. Others adopting this compromise midway length include Setra with its three-axle S317 HDH and Neoplan, the company which first broke the 12-metre barrier, with 13.7-metre Skyliner.

More *Kortrijk news - pages 10&11*

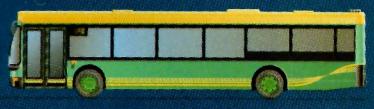
Compromise 13.7-metre length adapted by Van Hool for Acron T917





BEAVER 2

POINTER 2



PRESTIGE

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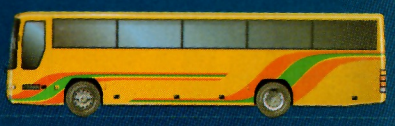

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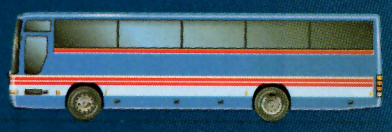

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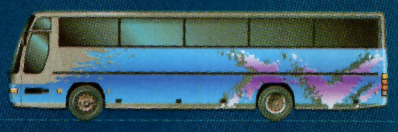

EXCALIBUR

Plaxton's products were widely acclaimed as the stars of Coach and Bus 97 - from the best selling Premiere to the brand new Cheetah. Quality, attention to detail and unrivalled value for money remain the cornerstones of Plaxton's business, a philosophy that has secured orders from - among many others - *Wallace Arnold, Shearings, City of Oxford, Flights, Dodsworth, Compass Royston* and *Classic.*

To all our customers we extend our thanks for making Coach and Bus 97 our best show ever.

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Speeder II minicoach from Berkhof/Jonckheere stable

First seen in the UK: Berkhof Radial is 2.55m wide

Super Pointer Dart shows rest of Europe UK

UK no longer poor

By Mike Morgan

BRITAIN is no longer the poor relation in Europe if trends at this year's Kortrijk coach and bus show are anything to go by.

Fresh from its triumph at the NEC earlier this month, the new Super Pointer Dart showed the rest of Europe that UK manufacturers can compete on quality and innovation, whereas Berkhof, Caetano and Scania are among the international suppliers who choose Britain, rather than Belgium as the venue for the European premiere of their latest products.

The 11.3-metre Plaxton-bodied Super Pointer Dart shared the two-vehicle Dennis stand with a first Dart SLF with bodywork by Spanish bodybuilder, Hispano (the company which builds the Vita coach on Mercedes-Benz 0404). This unique air-conditioned 9.85-metre long bus is spearheading the Dennis attack on the Spanish market and is fresh from demonstration in Madrid. Hailed as Britain's best-selling bus, the 62-passenger Dart was built to meet specific Spanish requirements but will be used to open up midi sales in other mainland European markets.

Berkhof's wide-bodied Radial made its debut in the UK at Coach & Bus 97 and also took centre stage in Belgium. However, the major difference was the size of the stand. Unlike the two-vehicle AVE Berkhof display at the NEC, the combined Berkhof Jonckheere stand dominated hall 1 at Kortrijk.

This is the first time companies in the group have

Radial 30 replaces Excellence 1000 on MAN 11.220

In the spotlight: lowfloor midi chassis could come to UK

Taking a Liberty: Turkish-built midi for £45,000

MAN stays in spotlight with

HAVING GRABBED THE HEADLINES in the UK when it signed up Alf Moseley as dealer and announced the 'visionary' deal with Stagecoach, MAN stayed in the spotlight at Kortrijk with a first showing of its 14.220 lowfloor chassis, targeting the sector dominated by the Dennis Dart.

This rear-engined midi has a space-saving horizontal version of the 220 bhp MAN engine used in the familiar 11.220 - though the vertical engine could be fitted. However, despite a low-entry 11.220 having been developed and built in Australia, the new 14-tonne chassis has redesigned symmetrical front layout which could easily convert to right-hand drive. First orders are for Madrid with bodies by Hispano similar to that on the Dennis Dart demonstrator. It is understood that it will be built for the UK.

An MAN-engined Turkish-built 26-seat midicoach from Liberty Bus is evidence of increased price sensitivity across Europe. Its screen price of 124,990 DM (£45,000) attracted attention.

Den Oudsten of Holland unveiled its 'city bus of the future'.

This revolutionary hybrid lowfloor is in the featherweight class. The 10.3-metre bus weighs in at 7,500kg, seats 24 and carries 42 standees. A Perkins 1004-40T diesel engine is used in connection with a permanent magnet generator and water-cooled electric motor. Fokker Special Projects used aircraft technology to develop the modular GRP body. Funding from the EU Thermie programme and the Dutch government helped development of prototype X97 and trials start

Revolutionary: featherlight hybrid from Den Oudsten

manufacturers can compete

relation...

shared the same stand, providing a platform for its president, Eric Vanlauwe, to confidently predict growth in output next year.

However, he told *CBW* that the two-brand strategy would continue in the UK with Berkhof sold through AVE Berkhof and Jonckheere through Yeates.

The Axial coach range has been extended with high-floor Axial 70 and midi-sized Axial 30. Whereas the 70 is unlikely to be sold in the UK, the 30 on MAN 11.220 will replace the Excellence 1000 now in its eighth year.

Also from the Berkhof Jonckheere stable is the Denolf & Depla Speeder Mk II minicoach on Mercedes-Benz 0814D Vario. It has 24 seats and 3.75 cubic metre luggage boot. Mr Vanlauwe hinted that a third UK dealer would be needed to sell this attractive newcomer.

Signs that Europe, too, is becoming cost conscious are provided by a budget-prized Jonckheere Modulo on 12-metre DAF FB55 chassis. Targeting the schools market it had a screen price of 715,000FF (£77,500) - mirrored by Mercedes-Benz with its Turkish-built 0345.

Caetano shares with Berkhof the distinction of building the first bodies which are five centimetres wider than the previous legal maximum. Both have now been driven on and off Le Shuttle and through Peage booths without problem - Caetano's Enigma proving the point when Wilf Lewis took it to Kortrijk from the NEC.

Scania's new 4-series range was unveiled... but not before the K124 EB (the high-power tourist coach from the permutation of seven chassis modules) and Wrights Axcess Floline-bodied lowfloor L94UB had taken their bow at Coach & Bus 97 in the UK.

Dennis is spearheading its attack on the Spanish market with a Hispano-bodied Dart

The FirstBus Greater Glasgow-liveried L94 with ramped floor flew the flag in Belgium.

Other UK representatives included Shades Technics, which had new products: a new space-efficient moulded centre sunken toilet cubicle fitted to Berkhof Axials destined for the UK; and a new-line of sanitising products adapted for flush or fresh-water flush.

The Union Jack was carried by aV-reg open-top London Pride MetroBus, demonstrating the Espro audio guide system which simultaneously broadcasts in up to 16 languages. Fourteen London Pride tour buses have the system and it is used by operators in Paris and Rome.

Meanwhile, one of the smallest vehicles on display is the first of a trendsetting order for 15 eight-seater Spanish-built Bambino minibuses on Ford Transit 190 for Titan Tours of London. The order through Omnibus Trading of Arnhem was placed after the vehicle was first shown in *CBW* this time last year.

first showing of lowfloor

with RET in Rotterdam later this year.

Volvo's strategy for a greater share of the shrinking western European sector for buses above 12 tonnes GVW is based on targeting the three biggest markets - France, Spain (the only country with growth this year), and Germany. Market share has grown from 19% to 20.3% so far this year against a background of total decline from 11,552 units to 10,640 units.

An all new Volvo built under the Heuliez banner for France is a CNG-powered B10L lowfloor with gas tanks protected by roof-mounted 'feeler gauge'.

While alternative fuels had a strong presence, LPG was ahead on points, mainly with vehicles using DAF engines, including a four-wheel steer development of the midi DAB Service Bus.

Ernst Auwarter followed his visit to the NEC to test the water for a luxurious 16-seat VW-based coach with large panoramic glazing. Interest is thought to have been high but deterred by its price tag of around £45,000.

At the other end of the scale the German coach-builder has a new 15-metre Eurostar on Mercedes-Benz 0404 while Mercedes itself has a stunning replacement for the 0405N lowfloor city-bus, the Cittaro ,and the new interurban Integro is first tangible evidence of synergy within the Evobus group.

Blaupunkt launched a combined mobile phone/radio. It was fitted in the spacious co-driver cockpit area on an EOS 90 in what must be a pointer to standard equipment in the automotive industry. The new set incorporates a key pad and the phone operated by any SIMMs card.

Ernst Auwarter generated UK interest in 16-seat mini

'Feeler gauge" protects CNG tanks on Volvo/Heuliez`

Call to the future: radio/mobile phone on EOS 90

Police issue numbers for ops to get info

IN THE WAKE of the end of the London Coach Advisory Service, the Police have issued the details of five London traffic offices where operators can get information.

The Metropolitan Police abolished the LCAS last month, amid loud protest from operators and the Confederation of Passenger Transport. The five area numbers now issued can, say the Police, deal with advice on 'setting down points.'

"We would now be very surprised if we were successful in getting the service reinstated," said a CPT spokesman. "All we can do is keep pointing out to the police, when the chaos occurs, it is a direct result of their actions.

"Our best hope may be that it could come under the auspices of Labour's new London authority."

He said the CPT director general had written direct to London transport minister Glenda Jackson to explain the difficulties which will inevitably occur.

■ The numbers are: Central London, 0171 321 9917; North West London, 0181 246 9872; North East London, 0181 345 4936; South East London, 0181 84? 5937; South West London, 0181 247 6902.

Southern Belle record

SOUTHERN BELLE, the Weymouth area open-top service operated by Southern National, has used a package of special offers to hit an all-time record.

The half-hourly Summer service has carried over 100,000 passengers between Bowlease Cove and Portland, climbing 500 feet to Portland Heights before descending a little to the cliff edge at Portland Bill Lighthouse. The route is via the majority of local sight-seeing entertainment, beach and shopping amenities.

David Beaman, Southern National's Dorset divisional director, said: "We have actively promoted a special family day ticket providing unlimited travel for a family of two adults and up to three children for a day."

In addition, Southern Belle passengers have been entitled to a variety of special offers at local attractions and there's even a Southern Belle T-shirt for them to take home."

Profound differences between different areas

Rural bus services:

By Mark Williams

AN in-depth study of English rural bus services has revealed huge differences in local authority performance.

The report collates Southern Vectis' *Great Britain Bus Timetable* information, the census and the TAS Bus Industry Monitor to examine bus provision to rural areas, both subsidised and commercial. The TAS report, *Bus Services for Rural Communities*, reveals that the level of council support, per head, varies from a miniscule 35p a person in Cumbria to £5.95 in Nottinghamshire.

Yet those authorities which spend most do not achieve better services.

The report suggests that the best 'performance' of services provided measured against population is achieved by Durham (£2.69 a head), Nottinghamshire and Isle of Wight (£1.73 a head). The worst services are in Dorset and Cornwall, where the spend is £1.82 and £2.68 per head respectively.

"Our work reveals some profound differences between different areas of the country and, for the first time we can benchmark villages of, say, 1,000 population in Wiltshire against those in North Yorkshire," said TAS md Peter Huntley. "The results are a fascinating insight into rural transport provision, and could provide the basis for a rational policy on providing minimum service levels for the country as a whole."

To reach its conclusions, TAS has applied a point-scoring system for levels of bus service to each community area - including commercial services in GBBT - and has assessed population with the wards and parishes in the 1991 census. 1997 figures for subsidy establish the 'spend' for each parish, and the two statistics are viewed alongside each other to estab-

Advanced driving course

PLYMOUTH CITYBUS has persuaded 30 of its 280 drivers to sign up for an advanced driving course, and assigned 'observers' of driving ability to travel as passengers.

The voluntary driving course is from the Institute of Advanced Motorists. Citybus is paying for the fuel and part-paying the course, which is being run from Citybus' own training facility. Instructor will be one of Citybus' employees, who already teaches for IAM.

"It's something we are glad to support," said operations manager Ian Miller. "It will have a positive effect on the company and will underline our drivers' abilities."

The union has backed the scheme to engage fly-on-the-wall observers, and one union rep suggests his bus driving is checked first, said Citybus. Areas such as driving, customer relations, vehicle cleanliness, timings and loadings will be marked for ability.

Driver five times over the limit

A COACH driver about to pick up concert-goers at Glastonbury was found to have five times the permitted amount of alcohol in his blood.

Colin Prentice, 48, of Hamilton, Scotland, was discovered by police to have jammed his coach across a minor road three miles from the pick-up point. He was subsequently picked up at 9am, and later found to have 168 mg of alcohol in his blood sample.

His intoxication was so severe, he was admitted to hospital under observation. Mr Prentice was banned from driving for five years, ordered to do 100 hours' community service and placed on probation.

Brewers student buses packed out

Dedicated Atlanteans are a big hit with University of Wales Institute, Cardiff

NEGOTIATING direct with Cardiff's university has paid dividends for FirstBus subsidiary Brewers, whose student buses are already full to capacity.

The three, purpose-painted ex Greater Manchester Atlanteans running between campuses and halls of residence of University of Wales Institute, Cardiff, are the result of discussions with UWIC and the Students Union. They resulted in a UWIC-supported service with a dedicated team of drivers.

But within three weeks of starting, the timetable has had to be adjusted to accommodate all the students using it: "This is a slightly new market for us, but one we hope to expand," said Brewers' operations director Phil Collier.

of the country audit reveals

shock report

lish local authority performance. "There appears to be a positive relationship between population density and the secured, per capita service budget," says the report. "The higher the population density, the greater the secured service budget per capita."

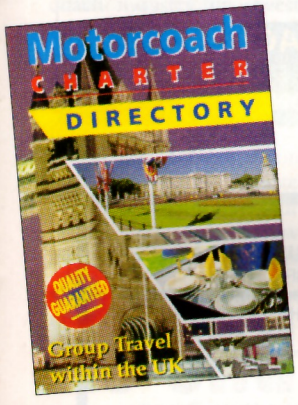
The report says exceptions include Cleveland, which has a low budget but high-density population, and Nottinghamshire where the opposite is true.

Similarly, there are anomalies when parishes with the poorest bus services - fewer than four buses a day, and no evening or Sunday service - are assessed county by county. On these criteria, Nottinghamshsire, Buckinghamshire and Humberside 'fail,' yet the local authority spend on subsidy, per capita, in Nottinghamshire is £5.95, Buckinghamshire just over £3, and Humberside just 96p.

The report calculates that an additional £24 million per year would need to be spent within the current regime to bring all rural services up to a 'reasonable' standard.

■ *Bus Services for Rural Communities; An Audit of Villages in England*, costs £25 including postage from TAS, tel 01772 204988.

Report could provide basis for national rural services policy across country as a whole



Directory now worldwide

THE GUILD OF BRITISH COACH OPERATORS is going worldwide with the distribution of its latest *Motorcoach Directory*, which will also be available at the World Travel Market next month.

In addition to full details of Guild members, the directory affirms the Guild's commitment to provide a quality service to customers.

A Charter defines guaranteed minimum service standards. This is backed by a new section 'Chartering with Confidence'. It suggests key issues people hiring coaches might usefully consider to ensure quality service combined with best value for money.

Also new is a checklist of information needed to make a coach charter inquiry or booking. Guild administrator, Peter Rogers, said: "Experience shows unnecessary problems often occur and dissatisfaction is generated through a lack of understanding of exactly what the clients want and expect."

Express boom

EASTERN Counties is to buy two more coaches to cope with a 36% increase on its East Anglian Excel express services. The inter-urban routes which link Norwich, Dereham, Swaffham, Kings Lynn, Wisbech and Peterborough will be extended to an hourly service by adding three more journeys along the service Monday to Saturday, and by a late-night journey from Norwich to Kings Lynn.

London Transport's Barry Lejeune; CPT director general Veronica Palmer; Go-Ahead Group's Keith Moffatt; transport minister Glenda Jackson; and Thames Trains' Roger McDonald at the launch

Just the ticket says Palmer

INTEGRATED TRANSPORT became a reality when a one-day ticket, linking buses outside London, rail and Tube travel was launched last week by Glenda Jackson MP, minister for transport.

For an adult fare of £15.20, a passenger can travel on a bus in Oxford, by rail to London and enjoy unlimited travel by London bus, underground and rail services before returning to Oxford.

The ticket is the brainchild of the Go-Ahead Group - which runs Thames Trains and the Oxford Bus Company - and is the result of co-operation with the Association of Train Operating Companies (ATOC) and London Transport.

Veronica Palmer, director general of the Confederation of Passenger Transport, hailed the launch as imaginative. She said: "Integration is not some castle in the air, but a realistic goal to which public transport has been working for some time. Now that all modes of transport are working together we can form a genuine alternative to the private car."

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1995 (November) IVECO EUROMIDI INDCAR ECO-3

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M.O.T. OCTOBER 1998

1994 VOLVO B10 VAN HOOL ALIZEE-HE 12M

48/50 recliners, beige/orange moquette, rear sunken demountable toilet, continental door, SUTRAK AIR CONDITIONING, double glazed tinted side windows with blinds and decorative curtains, aircraft style lockers to hatracks, courier seat, fully carpeted, no rear window, Eberspacher pre-heater, TELMA retarder, power entrance door, finished cream
CHOICE OF 2 IDENTICAL VEHICLES
M.O.T.'s FEBRUARY 1998

1991 (August) DAF MB230 VAN HOOL ALIZEE-H 12M

44/46 recliners, continental door, double glazed tinted side windows, curtains, courier seat, TV monitor/wired video, seat belts, servery with double fridge, water boiler, sink, microwave oven, coffee machine power entrance door, Webasto, finished white/red/yellow.
M.O.T. AUGUST 1998

1989 (August) DAF DKFL VAN HOOL ALIZEE-H 12M

51 recliners, brown/orange moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, water bolier, wired TV/video, finished white/blue. **M.O.T. FEBRUARY 1998**

1989 SCANIA K113 PLAXTON PARAMOUNT 3500 12M

49 recliners, grey/red moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, aircraft style lockers to hatracks, water boiler, fridge, wired TV/video, TELMA retarder, finished all white.
M.O.T. APRIL 1998

1989 BOVA FUTURA FHD 12.290 INTEGRAL 12M

49 recliners, red/grey/black moquette, centre sunken toilet, continental door, double glazed side windows, curtains, courier seat, driver's sleeping berth, drink's machine, wired TV/video, finished all white.
M.O.T. APRIL 1998

1989 DAF SB2300 VAN HOOL ALIZEE-DH 12M

51 recliners, grey/red moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, twin TV monitors/wired video, power entrance door, low driving position, finished blue/red/gold.
M.O.T. MARCH 1998

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M.O.T. AUGUST 1998

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1996 "N" EOS90 49R/Toilet/Air Conditioning
1995 "M" DAF SB3000WS Van Hool Alizee "DH" 51R/Toilet
1995 "M" EOS 90 49R/Toilet/Air Conditioning
1995 "M" DAF SB3000WS Van Hool Alizee "H" 51R/Toilet
1994 "L" EOS 90 49R/Toilet
1994 "L" DAF SB3000WS Van Hool Alizee "DH" 51R/Toilet
1994 "L" DAF SB3000WS Van Hool Alizee "H" 51R/Toilet
1994 "L" EOS 90 49R/Toilet/Air Conditioning
1994 "L" DAF MB230LT Van Hool Alizee "H" 51R/Toilet
1992 "J" DAF MB230LB Van Hool Alizee "H" 51R/Toilet
1992 "J" DAF SB3000 Auto Van Hool Alizee "H" 51R/Toilet
1992 "J" DAF SB3000 Van Hool Alizee "DH" 51R/Toilet
1990 "G" DAF 2300 DHTD Duple 320 57 seater
1990 "G" DAF SSB2300 DHS Van Hool Alizee DH 51R/Toilet
1989 "F" DAF SB3000 Van Hool Alizee SH 53R
1989 "F" DAF SB2300 Van Hool Alizee DH 53R
1989 "F" DAF SB2300 Van Hool Alizee Sh 49R/Toilet
1989 "F" DAF MB230LT Plaxton 3500 51R/Toilet
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1993 "K" DENNIS Berkhof Excellence 51R/Toilet
1993 "K" VOLVO B10M Jonckheere Deauville 53R
1992 "K" VOLVO B10M Jonckheere Deauville 53R
1992 "J" DAF SB2305 Plaxton 3200 DH 53R
1992 "J" DAF SB2305 Van Hool Alizee DH 51R/Toilet
1992 "J" DAF SB2305 DHTD Duple 320SL 57R
1991 "H" DAF SB2305 DHTD Duple 320SL 57R
1990 "G" DAF MB230 LT Plaxton 3500 49R/T
1990 "G" DAF SB3000 Van Hool Alizee SH 49R/Toilet
1990 "G" VOLVO B10M Plaxton 3500 51R/Toilet
1990 "G" VOLVO B10M Plaxton 3500 49R/Toilet
1990 "G" DAF SB3000 Plaxton 3500 51R/Toilet
1989 "G" BOVA Futura 51R/Toilet
1989 "G" SCANIA K113 Van Hool Alizee Sh 49R/Toilet
1989 "F" DAF SB2300 DHTD Duple 320 51R/Toilet
1989 "PP" BOVA Futura 49R/Toilet
1989 "F" DAF SB2300 Van Hool Alizee DH 51R/Toilet
1989 "F" VOLVO B10M Plaxton 3500 53R
1989 "F" DAF SB3000 Van Hool Alizee 49R/Toilet
1989 "F" VOLVO B10M Van Hool Alizee H 53R
1989 "F" DAF SB3000 Plaxton 3500 51R/Toilet
1988 "F" DAF SB3000 Van Hool Alizee SH 49R/Toilet
1988 "E" VOLVO B10M Plaxton 3500 49R/Toilet
1988 "PP" LAG Panoramic 49R/Toilet
1988 "PP" BOVA Futura 49R/Toilet
1988 "PP" DAF SB3000 Van Hool Alizee Dh 51R/Toilet
1987 "PP" DAF SB2300 Plaxton 3500 53R Air Conditioning
1987 "D" DAF SB2300 Van Hool Alizee "H" 49R/Toilet
1987 "D" DAF SB2300 Plaxton 3500 49R/Toilet
1987 "D" T815 Van Hool Alizee 51R/Toilet

More than 130,000 coaches used port in first nine months of the year

Dover: record coach business

By William Golden

A MAJOR investment in new facilities is paying off for the Port of Dover, which is reporting record levels of coach business.

More than 130,000 coaches used Dover in the first nine months of this year, an increase of 15% on the same period last year.

Michael Krayenbrink, general manager (ferries) for Dover Harbour Board, said: "Dover remains the premier cross-Channel terminal for Continental coach operators, with more than 70% cent of the business passing through the port.

"We are demonstrating our commitment to the coach industry by investment running into hundreds of thousands of pounds and in Dover Coach Services, a specialist customer service team."

Vehicles arriving from Europe now have a faster and more comfortable journey through the port following the opening of new traffic management systems and an indoor inspection area for customs.

The success of the on-board immigration and customs clearance arrangements - more than 80% of arriving coaches now transit the port without the need for passengers to walk through the controls with their luggage - presented the opportunity to re-model the passenger area.

Part of the original baggage reclaim area has been converted into a passenger lounge, which is also used for some coach interchange activity.

The total investment amounts to more than £500,000 and means the port is frequently delivering transit times from ship to open road in under five minutes for coaches qualifying for on-board clearance.

Another innovation is an information service offering up-to-the-minute travel reports on ferry and cruise operations.

The recorded phone messaging service is updated daily at regular intervals, giving departure and arrival info, weather and sea conditions, and traffic conditions on the approach roads.

The service is available by ringing 01304 225222. Callers are given a choice of ferry passenger, freight services or cruise operations information. The service is available to touch-tone telephone users only.

It is an extension of the facilities offered by Dover Coach Services, the specialist operation set up in 1996. The service is free and operators only need to complete a registration form.

The benefits include a meet-and-greet service, general passenger inquiries, liaising with the ferry companies, and arranging taxis for passengers.

Charges are made for some services, including the supervision of full passenger interchanges and organising replacement coaches and drivers.

For more details and a registration pack contact David Smith, Passenger Services Controller, on 01304 208288 (fax 01304 203602).

Ship comes home: major investment in new facilities paying off for Port of Dover

No end to merger saga

SEASONS come and seasons go but still there seems to be no end in sight to the long-running saga of the merger between P&O European Ferries and Stena Line.

Operators with long memories will recall that the decision was announced at Expocoach last October, so, with no decision pending, it was inevitable that rumours would be flying around at Coach & Bus 97.

These ranged from any Government decision being put back to next March, to P&O delivering an ultimatum to Margaret Beckett, President of the Board of Trade. This, so industry insiders opined, gave her five days to make a decision, otherwise P&O would act unilaterally.

All this procrastination is bad enough for the two main protagonists, but it is really proving tiresome for SeaFrance, the independent carrier on the Dover-Calais route.

Bill Laidlaw, SeaFrance's sales director, said: "All these delays are no good to the industry. This has been going on for more than a year now, and it is high time that a decision was made."

However, Mr Laidlaw said the indecision would not deflect SeaFrance from its commitment to the coach industry, which is underlined by a policy not to be knowingly undersold.

He said SeaFrance had carried more than 13,000 coaches out of the United Kingdom in the first nine months of the year, more than double the total for the whole of 1996, and the company was confident of topping 16,000 carryings by the end of the year.

Next year marks SeaFrance's third year of operation on the Dover-Calais route and the company has announced details of a range of deals for groups. These include night excursion fares of £200 for a coach and up to 62 passengers, to £240 for a period return.

SeaFrance also is introducing a number of packages that include ferry crossings and hotel accommodation, although it stresses it is not competing in the wholesale market.

For group reservations call 0990 301301, or 0870 602 1704 for information about group hotel packages.

Woods secures cut-price cabins

A SUNSHINE tonic in the run-up to Christmas is being offered by Woods Travel, the Bognor Regis coach holiday operator.

The company has secured cabins at half brochure price on a 14-day cruise to the Canaries and West Africa on board the Fred Olsen cruise ship, the Black Prince. Inside twin cabins are available for £695 compared to a brochure price of between £1,350 and £1,405, while an outside twin costs £795 per person, compared to brochure prices of between £1,475 and £1,755. Cabin requests should be made at the time of booking but specific allocations will not be decided until passengers are on board.

The ship departs from Dover on Monday 1 December and returns on Sunday 14 December. Ports of call are northern Spain, Morocco, Lanzarote, Gran Canaria, Tenerife and Madeira.

Roger Elsmere, md of Woods Travel, said: "This is an offer too good to miss.

"All passengers have to do is make their own way to Dover and the holiday starts there and then."

More details and bookings from Woods Travel on 01243 868080.

CBW Classified 24 pages this week DON'T miss out on the deals

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	Dover	Cruising	La Coruña Spain	Cruising	Casablanca Morocco	Cruising	Arrecife Lanzarote	Las Palmas Gran Canaria	Santa Cruz Tenerife	Funchal Madeira	Cruising	Cruising	Cruising	Dover
Day	Mon	Tue	Wed	Thur	Fri	Sat	Sun	Mon	Tue	Wed	Thur	Fri	Sat	Sun
	1 Dec	2 Dec	3 Dec	4 Dec	5 Dec	6 Dec	7 Dec	8 Dec	9 Dec	10 dec	11 Dec	12 Dec	13 Dec	14 Dec
Arrive			0800		0800		0800	0800	0800	0800				0800
Depart	1800		1800		2400		2000	2400	1700	1800				

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ABTA DO665

Former Yugoslav country returns to holiday programme

Shearings backs Croatia

By William Golden

CROATIA returns to the Shearings Holiday programme for the first time in six years as the UK's largest operator completes its main Summer 1998 product launches with the release of its *Sunshine Express* brochure.

Sunshine Express is Shearings' budget family coach holiday brand and the company is keen to rebuild its presence in Croatia. Shearings was the largest operator in the former Yugoslavia prior to its break-up. Holidays are based in Opatija and Lovran, with prices starting at £259 for a 10-day tour based at the Hotel Lovran, Lovran. Accommodation is for seven nights on a half-board basis.

Shearings has strengthened its position as the largest UK operator on the Italian Riviera by adding San Remo to its portfolio. The resort joins Diano Marino, Alassio, Lido di Jesolo and Lake Garda. The Italian lead-in is £212 for a 10-day package at the Hotel Felix-Pindemonte, Lido di Jesolo

A largely unchanged Spanish line-up features Salou, Malgrat, Santa Susana, Tossa de Mar and Lloret de Mar. Prices start at £182 for a 10-day package in Santa Susana, including seven nights half-board staying at either the Hotel Tahiti or Hotel Pinsmar and return coach travel from more than 530 UK joining points. All inclusive packages start at £259.

The one innovation in the Spanish programme is the launch of the first Sunshine Express, all-inclusive package at the Hotel Royal Beach, Lloret de Mar. Fun Express packages, which combine holidays on the Costa Dorada and Costa Brava with visits to Disneyland Paris, have been retained for 1998. Prices start at £247 for an 11-day package, comprising a one- day pass to Disneyland Paris, one night's bed and breakfast near the theme park and seven nights half board in Santa Susana.

Selected hotels are running Kids Klubs and other incentives include free, half-price and discounted child places.

Single-parent deals, offering a 30% child discount for each child sharing with one adult, are also available for selected dates and hotels.

ICT: 20 new destinations

MORE than 20 new destinations are featured in the *1998 Great Britain, Ireland and Europe* brochure from Independent Coach Travel (ICT).

The brochure is the most comprehensive yet from ICT and details 111 tour programmes, which cover the most popular destinations in the British Isles and Ireland, plus 18 Continental countries.

French tours include a four-day tour of the Gardens of Normandy, seven to eight-day tours of Cognac and the Charente Coast and the chateaux and gardens of the Loire Valley.

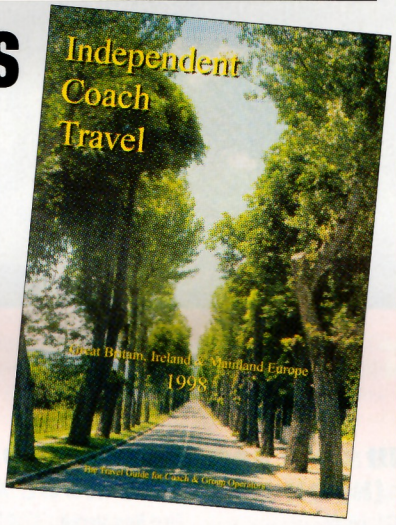
Other destinations in the programme include 10-day tours of Vienna, Budapest and Prague from £225 per person, and eight-day tours to Scandinavia for £395.

New destinations include the ancient cities of Castile, Lake Geneva, Sorrento, the Austrian Danube and the Belgian Ardennes. On the home front, the programme includes Blackpool, the Lake District, Scotland and Cheshire and Merseyside. The Irish tours include new destinations in County Mayo and Kilkenny.

ICT's expanded programme reflects the steady progression in group tour wholesaling services by providing a pre-booking facility for visits to special attractions, meal breaks and guided tours. This enables operators to settle payments locally at nett rates and benefit from additional concessions.

The brochure also features a range of tour options, enabling operators to create or modify itineraries. All the add-ons are pre-bookable.

Stephen Moore, ICT's sales and marketing director, said: "Our new brochure provides the operator with a wealth of tour information and is coupled with extremely competitive prices.



We feel sure that the effort that has been put into it will be highly appreciated by the coach tour industry."

Operators wanting a copy of the brochure and more details should contact Mr Moore at ICT on 0171 538 4627.

Le Shuttle is sponsor

LE SHUTTLE is sponsoring *Coach and Bus Week's* Coach Tour Wholesaler of the Year Award 1997.

The sponsorship highlights Le Shuttle's appreciation of coach wholesalers - for their support of Le Shuttle and their role in developing the coach market, offering operators, and ultimately consumers, greater choice and value for money.

Le Shuttle says this objective strongly reflects its long-term objectives of increasing its share and simultaneously growing the cross-Channel market. That this is achievable Le Shuttle's coach division has no doubt, but only in partnership with wholesalers and operators. Indeed, Le Shuttle says figures for the latter half of 1997 reveal consistent growth in its coach traffic, with over 10,000 bookings already made in November.

Le Shuttle is also growing its share of the Dover-Calais cross-Channel coach market, projecting a growth of over 5% in market share by December 1997. Such growth reflects the industry's growing confidence in Le Shuttle, says the company, and the appeal of the service's intrinsic advantages - speed, frequency and reliability. Gaining wholesalers and operators' support is critical to Le Shuttle's future.

EUROWATCH

WEATHER

City	Average temperature last week	City	Average temperature last week
Amsterdam	17C/63F	Madrid	22C/72F
Athens	13C/55F	Oslo	14F/57F
Berlin	16C/61F	Paris	20C/68F
Brussels	20C/68F	Rome	20C/68F
Dublin	13C/55F	Stockholm	12C/54F
Lisbon	21C/70F	Vienna	11C/52F
Luxembourg	16C/61F	Zurich	10/50F

DIESEL PRICES

AA Out and About with AA Roadwatch

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling
Austria	0.47	Luxembourg	0.37
Belgium	0.48	Netherlands	0.47
Eire	0.52	Norway	0.63
France	0.45	Portugal	0.40
Germany	0.42	Spain	0.40
Greece	0.38	Sweden	0.54
Italy	0.54	Switzerland	0.53

HOLIDAY POUND

Country	Currency exchange rate	Country	Currency exchange rate
Austria	19.425 Sch/£	Italy	2,718 Lire/£
Belgium	56.94 BFr/£	Netherlands	3.098 Gld/£
Denmark	10.58 K/£	Norway	11.07 NKr/£
Eire	1.072 Punt/£	Portugal	281 Es/£
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VAN HOOL ALIZEE (H)
First Registered: Jan/Feb '91 MOT: NEW
49 recliners, courier seat, seat belts, foot rests, air adjustable drivers seat, blinds, double glazing, Webasto, ZF 6 speed gearbox, Telma retarder, cruise control, drivers bunk, c/s toilet, continental door, servery, water boiler, fridge, radio/pa/cassette, Interior - brown, Exterior - repainted white two pack. choice

£92,500

VOLVO B10M MKIII
VAN HOOL ALIZEE (H)
First Registered: 17.01.91 MOT: NEW
51 recliners, courier seat, seat belts, foot rests, air adjustable drivers seat, blinds, double glazing, Webasto, ZF 6 speed gearbox, Telma retarder, cruise control, drivers bunk, c/s toilet, continental door, servery, water boiler, fridge, radio/pa/cassette, Interior - retrimmed brown, Exterior - repainted white two pack.

£96,500

SCANIA K93CR
PLAXTON PREMIER 3200
First Registered: Feb 1992 MOT: NEW
53 recliners, seat belts, foot rests, air adjustable drivers seat, aisle carpet, blinds, double glazing, Webasto, ZF automatic gearbox with integral retarder, cruise control, radio/pa/cassette, Interior - brown or grey moquette, Exterior - repainted white two pack. choice

£76,500

DAF DHTD PLAXTON
PARAMOUNT (low driver)
First Registered: 17.02.89 MOT: 25.01.98
53 recliners, seat belts, 6 speed splitter gearbox, radio/pa/cassette, wheel trims, Interior - grey, Exterior - cream/yellow.

£57,500

DAF DHTD
PLAXTON PARAMOUNT
First Registered: 01.02.92 MOT: 01.08.98
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£98,750

DAF DHSB3000 VAN HOOL ALIZEE

First Registered: 01.04.90 MOT: 15.11.97
49 recliners, courier seat, seat belts, foot rests, air adjustable drivers seat, curtains, double glazing, Webasto, ZF 7 speed gearbox, drivers bunk, c/s toilet, continental door, servery, water boiler, radio/pa/cassette, video/monitor, wheel trims, Interior - brown, Exterior - white/blue.

£84,500

DAF DHSB2300 VAN HOOL ALIZEE

First Registered: 08.05.90 MOT: 28.06.98
51 recliners, courier seat, seat belts, air adjustable drivers seat, aisle carpet, curtains, double glazing, ZF 6 speed splitter gearbox, drivers bunk, c/s toilet, continental door, servery, water boiler, radio/pa/cassette, video/2 monitors, Interior - brown, Exterior - white.

£79,000

SETRA TORNADO 215 HD (MAN)

First Registered: 01.04.92 MOT: 10.02.98
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£95,000

MAN JONCKHEERE DEAUVILLE

First Registered: 01.05.91 MOT: 11.02.98
51 recliners, courier seat, seat belts, air adjustable drivers seat, aisle carpet, curtains, double glazing, Webasto, 6 speed gearbox, Telma retarder, c/s toilet, continental door, servery, water boiler, radio/pa/cassette, wheel trims, Interior - grey, Exterior - repainted white two pack.

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Barry's Travel authorisation cut from two vehicles to one

MAINTENANCE

BARRY MISSING'S O-licence authorisation has been cut from two vehicles to one by Eastern Traffic Commissioner Brigadier Compton Boyd because of maintenance problems.

Mr Missing, who trades as Barry's Travel, of 2 Windmill Lane, Fulbourn, Cambridge, appeared before the commissioner at a Cambridge disciplinary inquiry.

Drink-drive operator

LICENSING

A COACH OPERATOR has had his O-licence revoked and been banned from holding or obtaining such a licence for 12 months following a conviction for drinking and driving while in charge of a coach.

Malcolm Owen, of Brynglas, Heol Caegwyn, Drefach, Llanelli, Dyfed, had been called before South Wales traffic commissioner John Mervyn Pugh at a Cardiff disciplinary inquiry. Mr Owen, who had just been awarded a seven-year school contract by Carmarthen Council, held an O-licence authorising the operation of four single deckers and one minibus.

Called before commissioner after

He agreed he had been fined £400 and banned from driving for 18 months after being convicted of a number of offences while driving a coach, including driving with excess alcohol in his blood. The convictions occurred after he'd had a drink at a private house and had been reported by the householder, said Mr Owen. He had taken alcohol because of the level of stress he was under. He had lost four categories of licence, including his pilot's licence.

"Alcohol is clearly a dirty word but it had a beneficial effect," said Mr Owen. "I am not proud. I considered I was in the top echelon of driving. Now I have lost all my licences. The level of punishment is 50 times more than a layman has to suffer." Mr Owen said his consumption of alcohol had not registered with him. The handling of the vehicle was not brought up in court and it was the malice of the organiser which had led to him being stopped in August of last year. He'd had 13 months of distress which he would never undergo again. Now that hardship was being felt by his family.

"My ever-improving image with

SWT used private eye for 'malingerer'

TRIBUNAL

SOUTH Wales Transport has won a case against it for unfair dismissal.

Mr John Lake, 2 Manson Street, Swansea, West Glamorgan was dismissed by the company in May this year.

Mr Lake had been employed by the company since 1961 as a conductor. In July 1970 he became a driver with South Wales Transport and left the company in 1986 after an accident. Mr Lake returned to work for SWT in 1991.

Mr Wendes, South Wales Transport personnel manager, told a South Wales industrial tribunal how Mr Lake was seen hobbling about the Quadrant bus station in Swansea but when he saw the applicant outside his house he was walking enthusiastically and with no apparent difficulty.

"Because my suspicions had been raised, and he appeared to be malingering, we called in a private investigator," he said.

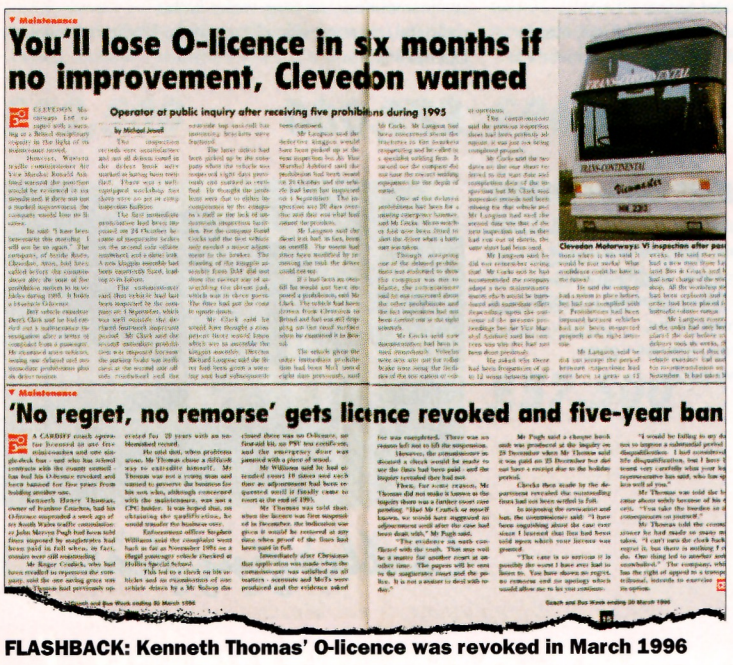
Mr Krepple, SWT md, said: "Employees became disenchanted if others were malingering and we have used inquiry agents in the past."

John Lake told the tribunal he had good days and bad days with his back condition. "I've worked for all these years for the company. I could end up a cripple. I think it is disgusting the way I've been treated," he said.

Gareth Jones representing the applicant, said South Wales Transport Company had refused a request for light work duties by Mr Lake.

Mr Markham, the former business development manager for the company and presently Rhondda Buses managing director designate, said: "Mr Wenders had visited John Lake's home in March this year and asked him if he would return to work to do light duties. The request to return was made in May when his entitlement to sick pay was about to run out." Dr R Davies, the tribunal's chairwoman, said: "The respondents have been found to have fairly dismissed the applicant, who had ample opportunity through company procedure to produce medical evidence."

"The high standards of service to the public by the company is imposed upon by malingerers and the applicant's lack of openness led to the loss of trust and confidence between employer and employee."



Maintenance

You'll lose O-licence in six months if no improvement, Clevedon warned

Operator at public inquiry after receiving five prohibitions during 1995

by Michael Jewell

Maintenance

'No regret, no remorse' gets licence revoked and five-year ban

FLASHBACK: Kenneth Thomas' O-licence was revoked in March 1996

Former Ivanhoe proprietor's

LICENSING

SOUTH WALES traffic commissioner John Mervyn Pugh has refused to lift the order he made banning Keith Thomas from holding or obtaining an O-licence for an indefinite period in September1996 (*CBW*, 5 October 1996).

The order was imposed when the commissioner revoked the O-licence held by Mr Thomas, who then traded as Ivanhoe Coaches, after it was revealed the firm's former proprietor, Mr Thomas's father Kenneth, was still involved in the business. That decision was upheld on appeal to the Transport Tribunal in December '96.

The O-licence originally held by Kenneth Thomas, trading as Ivanhoe Coaches, of 18 Barnwood Crescent, Michaelston-super-Ely, Cardiff, was revoked in March 1996 (*CBW*, 30 March 1996) by the commissioner and Kenneth Thomas was banned from holding or obtaining an O-licence for five years.

Kenneth Thomas had held an O-licence for five minibuses and one single decker. The revocation and disqualification orders were made after it was found that a statement that fines imposed for using vehicles without a test certificate, without displaying an O-licence identity disc, without the authority of an O-licence and when driven by unqualified drivers, had been paid in full proved to be untrue.

A similar O-licence was subsequently granted to Keith Thomas in August 1996 (*CBW*, 31 August 1996) following assurances his father had handed over the running of the business to him and would have nothing

loses licence

court conviction

the public is tarnished," said Mr Owen.

Revoking the licence, and banning Mr Owen, on the grounds he no longer met the requirement to be of good repute, Mr Pugh said it was one of the most dramatic cases he had heard and it was one of the hardest decisions he'd to make, but the public had to know the vehicles they travelled in were safe and were being safely driven by drivers in a proper and fit state.

Refusing an application for a new national licence authorising the operation of two minibuses and five single deckers by Mr Owen's 19-year-old son Aled Owen, of Hazeldene, Heol Caegwyn, Drefach, Llanelli, Mr Pugh said he considered Mr Owen Junior would be acting as a "front" for his father, and it would be like a "phoenix company". It would be quite wrong for him to revoke the father's licence and then for it to continue without change apart from the name. He was not prepared to allow Mr Owen Junior to walk into his father's shoes. If Mr Owen Junior could stand on his own feet, without his father's influence, he would be prepared to consider a further application. He suggested father and son should seek legal advice.

South Wales Transport: found to have fairly dismissed employee

son continues to be banned

further to do with it. However, his O-licence was revoked and the disqualification order made after inquiries by DoT staff had revealed Kenneth Thomas was still involved in the running of the business.

When Keith Thomas, who now trades as Canadian Lines, of 37 Clive Road, Canton Cardiff, appeared at a Cardiff public inquiry at which he was asking for the disqualification order to be lifted, the commissioner was told he had been a victim of his father's actions.

For Mr Thomas, Captain Norman Lloyd Edwards said his relationship with his father had now come to an end. The business being run by Mr Thomas currently dealt with buying, selling and repairing vehicles. However, he would like to expand and run his own coach business once again. Mr Thomas presently owned a 16-seater vehicle and an eight-seater minibus, both of which were untaxed and unused.

Mr Pugh pointed out Mr Thomas had lied when he had told him his father was not involved with the previous business. "You have not been accurate and not of good repute," he told Mr Thomas.

Captain Edwards said Mr Thomas' father had opened his mail and had totally dominated him. He had ceased to operate public passenger vehicles in January and the local authority was not prepared to give him any contracts until his disqualification was lifted.

Refusing to lift the disqualification, Mr Pugh said Mr Thomas' application for a fresh O-licence was consequently null and void.

Revocation after continuing maintenance problems

MAINTENANCE

GEORGE LANCASTER has lost his two-vehicle O-licence because of continuing maintenance problems. Mr Lancaster, who traded as G&J Minibus Service, of 21 Coverack Close, Delapre, Northampton, appeared before Eastern traffic commissioner Brigadier Compton Boyd at a Cambridge disciplinary inquiry.

Brigadier Boyd said that, in 1983 Mr Lancaster was granted a three-vehicle O-licence at public inquiry for one year only because of reservations concerning maintenance. He was sent warning letters in 1988 and 1989 and he appeared at a public inquiry in 1993 because maintenance continued to be a concern. The fleet of the then partnership was reduced to two vehicles, the licence suspended and the duration cut. Mr Lancaster agreed at that time all repairs would be carried out by an outside contractor. Since then there had been unsatisfactory reports from the Vehicle Inspectorate in 1994, 1996 and 1997.

DoT vehicle examiner Nick Barnett said that, in the last two years, two immediate prohibitions endorsed as showing a significant maintenance failure had been issued for six defects of an immediate nature and four delayed items. One of the prohibitions had been issued at annual test. There was also a defect notice for six items. Some items revealed drivers were not carrying out proper daily checks and a failure to have vehicles inspected at the stated interval of four weeks or 3,000 miles was also a contributory cause of certain defects.

The intervals had been extended to nine and 13 weeks and in one case a vehicle had gone 5,000 miles between inspections. There was also no evidence all the defects found at inspections were being rectified. Some defects which had attracted a prohibition notice had been noted by the contractor 6½ weeks earlier on the inspection record.

There was no written driver-defect reporting system in place, said Mr Barnett. The initial failure rate at annual test was 66.7% as against the national average of 28.7%. He had tried to arrange a further visit shortly before the public inquiry but Mr Lancaster had failed to turn up. He concluded that the maintenance of Mr Lancaster's vehicles fell far short of even the minimum standard with the result passengers might well be at risk.

Mr Lancaster said he had been on holiday and he had been unaware the vehicle examiner wished to carry out a further inspection. He had sold one of the vehicles that had attracted a prohibition notice and was now only operating one vehicle.

As far as one of the gaps in the inspection records was concerned, he had thought the contractor had carried the inspection out but now realised he had not, said Mr Lancaster. He'd had school children to carry that day and he had picked the vehicle up from the contractor's premises.

He'd had family problems and things had got out of hand, said Mr Lancaster. He had spent 12½ per cent of his annual income on maintenance. He agreed some jobs had not been done properly. That was why he had started doing his own repairs, said Mr Lancaster. He had 35 years practical experience. He had thought the declared inspection period was six weeks, but he accepted the maintenance contract and statement of intent stated four weeks.

Asked about an emergency door that had been found to have been sealed on the inside, Mr Lancaster said he had done that to prevent the children from falling out. He was 75 years old and not fully fit. Some of the gaps were due, perhaps, to the fact he had been ill with a trapped nerve and dislocated discs. He only wanted to continue until July 1999 with the one vehicle which carried school children. He was attached to the children and he liked to get out.

"I've got to admit it. I have become too gullible," said Mr Lancaster. "I've trusted people too far. I should have learned that at my time of life."

Revoking the licence, Brigadier Boyd said the maintenance history was unsatisfactory and, despite warnings and previous public inquiries, Mr Lancaster's performance had not improved. His excuses were lame and carried little or no weight. There was no excuse for failing to respond to the VI request to conduct a pre-public inquiry inspection. Operators should maintain some sort of contact at all times so that, for example, important road safety issues could be addressed. The annual test failure rate was an indication of Mr Lancaster's poor standards and he was now carrying out his own repairs despite having been advised to stop doing so at the previous public inquiry.

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Shearings decision is wrong - High Court

Michael Jewell looks at the latest situation regarding drivers' hours and out-of-scope work, and the production of tacho records

OPERATORS who claim they are exempt from the EC tacho regulations because they are operating out-of-scope services will in future have to show they are, in fact, exempt, rather than the prosecuting authorities having to prove the reverse.

In addition, operators will be considered to be guilty of the charge of failing to produce tachograph records if they fail to produce such records they should have had whether or not they, in fact, have those records.

For some years reliance has been placed on a ruling in January 1990 in the Bolton Crown Court in a case involving Smiths Shearings that prosecutors had to prove a service was in scope. However, that ruling has now been turned on its head by the High Court in a recent case in July involving Cambridgeshire haulage company Murfitts Transport Ltd.

Smiths Shearings had appealed against its conviction on 138 offences of failing to produce tachograph records. In holding that the prosecution had failed to discharge the burden of proving whether a vehicle fell within the scope of the tachograph regulations, Judge Brown said that, for Smith Shearings to be convicted of failing to produce a record, there must be evidence the company had it in its possession, and that would only apply if:

a) The journey was one which required a tachograph, and
b) The driver had made out a tachograph record, and
c) Had handed it to the company.

However, in the Murfitts Transport case Mr Justice Buxton said the Court thought that, under the 1968 Road Traffic Act, a person might, depending on the facts of the case, be proceeded against for failing to produce the required records when obliged to do so and for not keeping those records at all.

The Smiths Shearings ruling seemed to pose formidable problems for prosecutors and the court was seriously troubled by the implications for the effective enforcement of these most important provisions from the approach adopted in that case. While it would be open to the VI to interview the drivers, as had been suggested, that would be a very burdensome exercise. Secondly, a driver committed a criminal offence by not returning his completed record to the employer and it would be open to him to claim privilege from answering any inquiry from a traffic examiner as to what he had done with the record sheets.

Thirdly, it would be entirely understandable if a driver could give no reply that illuminated the matter. The schedule of missing records in the Murfitts case involved some 40 drivers who had apparently driven 94,000 kilometres of unrecorded mileage in the Spring of 1995.

Any of those drivers questioned about a specific journey or record might well say he could not remember three or six months later what he had done in any particular case.

The provisions as to the inspection of records were an important, indeed vital, element in the enforcement of the Regulations and to serve that purpose they needed to be underpinned by an effective sanction for non-compliance.

S99(1)(bb) of the 1968 Act provided that an officer might require the production of any record sheet that the subject was required to retain by Article 14.2 of the EC Regulation.

That Article required the employer to keep the record sheets in good order for a year after their use, and to produce them at the request of any authorised inspector.

Properly understood in the scheme of the EC drivers' hours and tachograph regulations, Article 14.2 required the employer to secure that the sheets were, indeed, used and handed over to him, and assumed that would be done.

That obligation was reinforced by the 1968 Act that required employers not to permit the use of vehicles unless the drivers properly used the tacho equipment and to ensure drivers performed their obligation to hand the completed record sheets over to their employer.

Those factors pointed very strongly to the true construction of s99(1)(bb) being that the employer breached the obligation to produce tachograph records if he failed to produce records that he should have had in his possession whether or not he, in fact, had those records in his possession, and whatever the reason was for not having them in his possession. A person was under an obligation to produce documents that he ought to have.

It would, of course, be open to the employer, faced with a request to produce records, to show he was under no obligation to acquire and thus retain the documents in question under Article 14.2 - in particular, if no relevant journey had taken place during the period alleged.

Mr Justice Buxton said that, on the question of whether the prosecution was required to prove that the records were in the employer's possession on a charge of failing to produce tachograph records, the case of Smith Shearings was wrongly decided and should not be followed in the future.

Smith Shearings case in 1990 no longer a good guide to 'in-scope' prosecutions

Must I have a private hire car licence as well as PSV?

Q I run some minibuses which normally have 12 or more seats fitted and operate these vehicles as PSVs under an O-licence. The vehicles are, however, designed and certified to be capable of being used to convey passengers' wheelchairs. When this is done the number of passengers actually carried may be below eight.

I have been threatened with prosecution for not having a local authority private hire car licence to cover the operation of these vehicles when they are being so used. What should I do about it?
CMcC, Wigan

A Show this page to whoever it is that is threatening you with prosecution and if, despite that, prosecution should follow, seek legal advice and representation from a solicitor with experience in transport law.

I can see no reason whatsoever to suggest that what you are doing falls short of what is legally required. You have to conform to PSV legislation if you operate a public service vehicle. A PSV is defined by section 1(2) of the Public Passenger Vehicles Act 1981 as: "(a) being a vehicle adapted to carry more than eight passengers, [which] is used for carrying passengers for hire or reward; or (b) being a vehicle not so adapted, [which] is used for carrying passengers for hire or reward at separate fares in the course of a business of carrying passengers."

In my opinion, your vehicles would come within the definition at (a) not only when fitted with 12 or more fixed seats, but also when they are carrying eight or fewer wheelchairs because, despite the lower number of 'seats' available at that particular time, they remain vehicles adapted to carry more than eight passengers.

Although the Act does not define 'adapted' it is clear from its use that it has to be interpreted as "designed or constructed or subsequently permanently adapted" - it does not refer to any immediate adaptation to down-size seating capacity on a temporary basis.

Consequently, my view is that the fact you may happen to only be carrying eight or fewer passengers in wheelchairs no more alters what the vehicle is designed to carry than if you only had a load of eight or fewer passengers riding in fixed seats and, consequently, that it can be validly operated under a PSV licence for all purposes.

Even if that view is not accepted, if you use these vehicles to carry eight or fewer passengers on a separate fare basis (ie, as opposed to hire of the vehicle as a whole), this can properly be done under a PSV O-licence as provided for by Section 1 (1)(b).

If, therefore, your use of these vehicles is such that a PSV O-licence is either required, or its use is valid, it seems impossible to demand that other licence should also be in existence. Only if my view about 'adapted' to carry more than eight passengers is wrong and the activity is outwith the definition of Section 1 (eg, carriage other than at separate fares with eight or fewer seats) could there be a need to also have a local authority licence. I understand that it is the view of DoT lawyers that a PSV may also be also used for functions requiring another licence, (eg, taxi or private hire).

This is a useful and pertinent question as any apparent duplication of legislation is something needing urgent clarification and reform as the impetus for facilities to carry the disabled intensifies. I hope this question may stimulate debate in the appropriate places.

marksman

YOUR QUESTIONS ANSWERED

Questions on coach and bus operation should be sent to: Marksman, c/o *Coach and Bus Week*, Wentworth House, Wentworth Street, Peterborough PE1 1DS or fax 01733 467154
Marksman will answer more questions on 9 October 1997

Is there need for coach to carry an O-licence disc?

Q I have hired a coach from an Irish operator to use in Britain with my own driver. My Irish colleague says that, because there is no O-licence system in Ireland, there is no need for his coach to carry an O-licence disc when being operated on this side of the Irish Sea. I am not too sure whether this is correct when it is hired to another operator. What is the position?
RG, Manchester

A It is the operator of the vehicle who is responsible for compliance with all the rules of operation - including maintenance, drivers' hours compliance, and also displaying an O-licence. The Public Passenger Vehicle Act 1981, Section 81 defines who has to be regarded as the operator.

It is the driver, if he owns the vehicle; but in any other case the person for whom the driver works. There can be no doubt whatsoever that, if your driver is manning this vehicle, you are the operator and one of your discs should be displayed. Although I am repeating myself somewhat, do remember that you, and you alone, assume total responsibility for the state of the vehicle while you are the legal operator of it.

Without researching the point, if there is, indeed, no O-licensing system in Ireland, your Irish friend is correct to say he could operate over here without displaying a disc - but only with his own driver. He cannot display what he does not have and professional qualifications recognised in one part of the EU are valid in any other state.

It is interesting to note Britain is in a minority in the EU by requiring the display of evidence of valid operator licensing. Indeed, consultation last year by the DoT on the style and design of Goods Vehicle O-licence discs did - as far as I remember - actually pose the question whether they are needed at all. Before readers throw up their hands in horror and cry "of course they are", let us recall events relating to PSV Drivers' badges. On this we were almost, or wholly, the only EU country to badge our drivers. The decision to make drivers' badges redundant caused no end of furore, with the industry and drivers themselves so keen to keep them that some bodies decided to issue them on a voluntary basis.

It has now died a death and there appears to be no increase in the instances of unlicensed persons driving PSVs or concerns from passengers that they cannot identify drivers when they wish to lodge complaints.

Which vehicles are allowed to use the M4 Bus Lane?

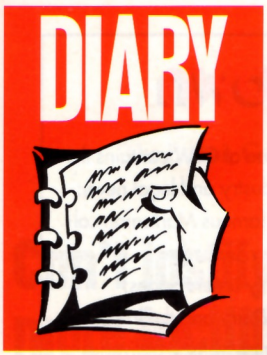
Q Could you please give us clarification of exactly which vehicles are legally allowed to use the Bus Lane on the M4 spur at Heathrow? It is not always clear from the signage which vehicles can legally use bus lanes. Traffic Orders vary from place to place and bus lane to bus lane.
CWB, Middlesex

A One of the practical benefits of being a Member of CPT is being advised on matter such as this. You may, therefore, care to ring 0181 240 3131 and inquire about membership. I do not yet have first-hand knowledge of this particular bus lane, but the advice from CPT is that it is, indeed, available for use by coaches and buses. What you say about inconsistency was true in the past, but the situation has been regularised since 1 January 1997. By virtue of Regulations 22, 23 & 24 of The Traffic Signs Regulations and General Direction 1994 (S.I. 1994 No. 1519) since 1 January all motor vehicles constructed or adapted to carry more than eight passengers and local buses not so adapted (ie, vehicles with fewer than eight seats being used under a Special licence) can all use bus lanes.

Pedal cycles and taxis can also use bus lanes if the sign has a bicycle symbol and the word 'taxi'. The only relevant qualification to this is this: if the bus symbol is endorsed with the word 'local' only vehicles operating local bus services can use the lane. Thus a coach may lawfully use any bus lane, anywhere in the country, as long as use is not restricted by the word 'local'. Some signs may have '& coaches' endorsed on the bus. This was necessary to authorise coach use before 1 January 1997, but it no longer has any significance.

FREE HELP

Readers can obtain photocopies of the 1997 Marksman Costing Tables from *Coach and Bus Week* by calling Lisa Wilson on 01733 467157 or by fax on 01733 567153



COACH AND BUS WEEK ENDING...

10 YEARS AGO

● **THE total income generated by the sales of NBC companies is announced as £306 million. NBC chairman Rodney Lund says the book value of assets was £273 million in 1987. The Government calculates an additional £80 million would come from loans and debts, bringing the total to £455 million. When asked what he'll be doing next week, Mr Lund says "sailing."**

● **Townsend Thoresen is taken over by P&O European Ferries, announcing rigorous safety procedures in the wake of the Zeebrugge disaster. Planning to the year 2000, P&O European Ferries' md says he must take into account the Channel Tunnel, if completed.**

15 YEARS AGO

● **Ray Pearson reports that Granada motorway services is stepping up its facilities for coach passengers and drivers. The move is the result of recommendations from *Coachmart's* md and chairman Terry Beanland. To dissuade Granada from producing 'posh' food, he tells management the French and Belgians live to eat, whereas the Brits eat to live**

● **Yeates invites *Coachmart* to see the new LAG Galaxy at Hull docks. The DAF-based coach is for Taylors of Chard, at £39,800. Yeates is taking 30 into stock.**

● **Len Wright wants £34,000 for his Plaxton Viewmaster Volvo B58. The 51-seater has tinted windows.**

Meet the youngest md in whole PSV industry

THEY bring 'em up fast in Shropshire... just ask Matthew Sheppard Evans, pictured here at Coach and Bus 97.

Just have a squint at the badge.

Young Matthew is already, according to show organisers, the managing director of Longmynd Travel, in Pontesbury. We did ask Matthew to give us an overview of Longmynd's long-term sales strategy, but he just giggled and stuffed another toffee in his mouth.

OK, he might not have much of a business philosophy, but he's got charisma in spades...

Matthew Sheppard Evans: new job title to chew over

Ferry good publicity

OLD favourite of the Diary page The King's Ferry is back, despite popular demand, having appeared in the national newspapers.

The free publicity came from a most unlikely direction - Michael Winner.

Yes, he of the smelly cigars and loose underpants (or is that the other way round?).

Mr Winner writes a column, Winner's Dinners, in *The Sunday Times*.

It was here, in extolling the virtues of a restaurant in Shere, Surrey, that he delivered a salvo at The King's Ferry, and the restaurant, for obstructing his view with a Neoplan parked across the picture window.

True to form, The King's Ferry was quick to drop a line to Mr Winner, apologising but pointing out it parks its coaches where the restaurant tells drivers to park them.

BYGONE DAYS

More light on 'lowfloor' trolleybus

INTEREST in the Leyland TB10 'lowfloor' trolleybus featured in Bygone Days (*CBW*, 16 October) has continued unabated and there are still many letters we have not published due to lack of space.

John S Hinchliffe of Huddersfield included a print of the vehicle and its chassis and says: "The chassis had a low gangway over the full length but not a flat floor." Mr Hinchliffe pointed out, as did several other readers, that the body was a 63 seater.

Andrew Braddock, head of the London Transport unit for disabled passengers, says "the manufacturer's real motivation was the achievement of a low overall height, bearing in mind that double-deck trolleybuses of the day were typically 15 feet high over trolley gear...

"This unique trolleybus had front and rear staircases and the bodywork was laid out for passenger flow - entrance at the rear and exit at the front - to minimise stop-dwell time...

"The vehicle was strictly a low-entry (about 350mm above road level) as opposed to lowfloor design since all the seats in the lower saloon were on pedestals but it can quite properly be regarded as one of the building blocks of the current accessible bus revolution."

David Wootton, director of Knighton Travel of Polesworth, Staffs, quoting from Doug Jack's book *The Leyland Bus Mk 2*, says there was only one step of 14in to the lower saloon and both entrances had electrically-operated doors.

Two 40 hp GEC series-wound motors, one each side of the chassis, drove the two rear wheels on their respective sides. That enabled series parallel motor operation with the usual field regulators, resulting in economy of energy consumption.

"It also had the great advantage that a very low speed could be maintained on full series notch, permitting continuous running in dense traffic or fog, without rheostats being in the circuit. Compressed air brakes were fitted as standard. There were staircases front and rear." Mr Wootton said the trolleybus had a totally flat floor and it just went to prove there was nothing new under the sun.

Eric Ogden of Oldham, Lancs, says the vehicle was truly lowfloor, entrance steps being only 11 inches above road level, and the floor 14 inches above.

Peter Hoskins of Kenton, Middlesex, quotes Geoff Lumb's *British Trolleybuses 1911-1972*. This book refers to the vehicle being preceded by another lowheight 50-seater double-decker trolleybus in 1932, being only 12ft 6in high with the lower deck floor only 13 inches off the ground.

"Finally, did you know that AEC/English Electric 664T trolleybuses were exported to Moscow City Transport in 1937?" says Mr Hoskins. "There were also trolley midibuses built for Georgetown, Penang." Our thanks also to Maurice Doggett of Purley, Surrey, whose letter included facts, all of which we have mentioned.

Another look at the TB10, courtesy of Eric Ogden

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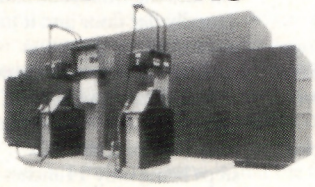

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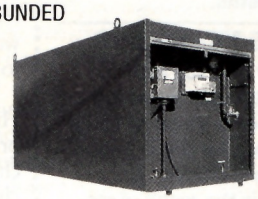

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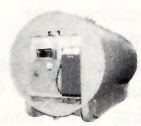

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LETTERS TO THE EDITOR

The Editor, *Coach and Bus Week*, EMAP Automotive Ltd, Wentworth House, Wentworth Street, Peterborough PE1 1DS
fax: 01733 467154 e-mail: FrankF@automotive.emap.co.uk

Can't justify more facilities

Your report on my contribution to the Stagefair seminar (*CBW*, 9 October) errs on a couple of important points.

Firstly, the city council's coach bays do not make an income of between £1.20 and £3.50 an hour against an hourly charge of £4. We would be delighted if that were the case. The point is that the bays only take in this amount *per day*, despite being full nearly all the time.

I invited the audience at the seminar to look at Westminster's position in the commercial framework which they understand best. I certainly suggested that the city council could increase its income from its coach bays by a minimum of 10 to 15 times if the spaces were converted to ordinary parking meters. However, for the record, this move is not currently under consideration and I did not suggest it was.

The point, of course, is that it is very difficult for the city council to justify the creation of more facilities for coaches while our existing facilities continue to be abused.

I must say I was disappointed by the lack of constructive response to this point from industry representatives at the seminar.

IAIN FORBES
Corporate manager (transportation)
City of Westminster
Dept of environment and planning
London SW1

Letter of the Week

Some thoughts on Coach & Bus 97

I've just returned from my bi-annual frustration - a visit to Coach and Bus '97 at the NEC. I expect the organisers will claim it as a glowing success but, to misquote Mandy Rice Davies (no relation) "Well they would, wouldn't they?"

So why do I have this view? My comments which concern buses are based on general impressions rather than detailed research... the sort of things passengers may notice. To start with another mis-quote, from Monty Python, I think, "Oh no, not the comfy chair!" I sat on very few comfortable seats. Car manufacturers seem to think this is very important, even for short journeys. Some seats were tucked away in little corners - bean-counter seats to please the accountants, no doubt.

I saw one bus with a contact phone number on it. All the trucks I drove past on the way had phone numbers on them. Yes, I drove, so I know you get complimentary car park tickets when you go to the Coach & Bus show.

A few stands were nice. Mostly it looked like a load of buses and coaches parked around in a big shed. And why bother to dump a few vehicles outside? What were they there for?

I quite liked the Plaxton President - bean-counter seats and all. Inside, it looked as if someone had said: "What would a car driver expect it to look like?" and had a go. It kept reminding me of the much-acclaimed Strasbourg trams. It and others had air con for the driver. So you swelter in your suit on a sunny day waiting for a delayed bus, and the fact that it has a cool driver makes it all better. What are we doing?

"What's underneath it?" bellowed *Show Daily* of the President. There was nothing to tell us by the bus, but it had a Volvo steering wheel and lots of conspicuously locked panels. "It's a concept vehicle" says Volvo. "We want to know what people think." One person, uncharitably, thinks "With all those Dennis Tridents about, they thought they better have a lowfloor decker" And I'd genuinely like to know more about it.

Low floor, the great revolution. I watched, cringing with embarrassment, as a lady in an electric wheelchair negotiated the awkward angles of the pretend pavement beside one bus to try out the access. Most exhibits were the same. The bus industry rightly demands infrastructure investment. The vehicle is only part of the package that will lure people out of their cars. Where, at its flagship event, was the industry taking the lead and showing what can be done?

Most of these comments do not apply to coaches, which shows what different industries the two are. Maybe that's what is wrong with the Coach & Bus show.

I wished I hadn't driven. Four hours of assorted traffic jams across half of England. I needed a drink - another selling point for public transport. But the drive was worth it for the slogan I saw on one truck - "He who cares wins".

ROGER DAVIES
Transport Consultant
Linton
Kent

Outside lane ban's effects

(This letter is in reply to Dr M P Higginson, the CPT's economic adviser)

With reference to your questionnaire received this morning on the outside lane ban for coaches.

For obvious reasons this is based on the economic effect of the ban, and your questions are biased to the effect the ban has had on coach operators. As an owner-operator I would like to add that the ban has also had an important effect on coach drivers - viz stress and safety.

No one at any time, and I include CPT in this criticism, has made any effort other than the initial media coverage, to educate other users of the motorway, ie, car drivers, light goods vehicle drivers etc, that coaches are not now allowed in the outside lane of the motorway and thus cannot overtake them as they sit, in splendid isolation, in the middle lane covering an average speed of 40 mph.

On a recent motorway journey, a light goods van offered me the courtesy of pulling out into the third lane in front of him to pass a slower moving lorry in the middle lane.

There is dreadful frustration and stress in trying to keep to reasonable schedules when one vehicle takes centre lane of the motorway as pride-of-place position.

Coaches have always passed them in the past - why not now? Who is to tell them?

I have travelled from London to Newport Pagnall Services behind a Jaguar that travelled religiously in the middle lane, despite no other vehicles ahead, at an average speed of 45 mph.

How would you feel travelling home on the inside lane at 40/45 mph on a Sunday evening when all ahead of you is clear apart from "an obstruction" in the middle lane?

I have had my hostess working at the rear of the vehicle on many occasions, being terrified by the "tail-gating" of an HGV - 50 'live' persons sandwiched between a total 'dead' cargo of 70 tons, ALL of us travelling at 65 mph.

There are numerous examples of mindless manoeuvres by other vehicles making emergency action necessary - action which would cause less inconvenience to other motorway users if we could only use the outside lane to remove ourselves from the scene.

A tyre burst on a lorry in front of me the other day - I was being tailed by another lorry - I braked hard and prayed that his brakes were equally effective - the outside lane was virtually empty and I could have used it.

Yes, I have had to withdraw from some destinations both day and mini-tours but, as with a loss of contracts, you have to compensate with new ideas. There is no compensation for loss of health through stress, or God forbid, loss of life through statistical legislation.

R PICKEN
Proprietor
Daimler Hire
Birmingham

Letter of the Week wins a Corgi Classics model bus

CORGI CLASSICS

The inside story

Super Pointer: Curved handrails and tidy roof profile are the hallmarks of the 11.3 metre long, 41-seat (24 in the step-free front section), ramped-floor Super Pointer Dart

Much of our coverage of Coach & Bus 97 focussed on new vehicles and exteriors. But also evident at the show were many developments in the passenger compartment. Mike Morgan identifies some of the trends that point to 1998 as the year of the interior

East Lancs Pyoneer: A first for Capital Citybus is Clayton air conditioning in the cab. It cost £1,800 on the new Dennis Arrow with East Lancs body but md Leon Daniels is contemplating £2,500 retrofits

Kenzies' new Alizee: The all-new Van Hool Alizee for Kenzies reveals the neat interior with soft-trimmed aircraft-style lockers. There's lot of seating, but the clean lines emphasise the remaining, available space

Optare Solera: The 35-seat Solera, coachbuilt by Ferqui in Spain to Optare's specification, bridges a gap between its Autobus Nouvelle 2 and full-size Bova

East Lancs MAN: The very first MAN NL222 was turned round in eight weeks by East Lancs. Although a full lowfloor chassis with nearside-mounted engine behind the drive-axle, there are still two rear steps

As the industry queued to see the latest hardware on display inside Hall 5, the inside story was actually in the vehicles on display

Short Bova: tables and extensive rear servery gave the Priory vehicle a lot of luxury in what is, after all, only 10 metres. The blank rear end makes sense with this level of equipment

Northern Counties President: It was the modern styling of the interior which swayed visitors to the President. Flowing lines and shaped grab rails and stanchions give a 'designed' feel to the prototype

Wrights Axcess Floline: the much-vaunted FirstBus standard interior complemented by Wrights' Floline floor - with a single step. Individual seats preach individual attention

Iveco Intalina: colour-coordinated seating is nonetheless utilitarian. The object lesson here is to convince passengers they are comfortable while reassuring operators the interior is durable

Prisma 0405 in demand

OPTARE

DESPITE the introduction of 0405N lowfloor this year, Optare's Prisma on Mercedes-Benz 0405 is still in demand.

Tillingbourne Bus Group - a devoted Optare buyer - still rates the three-year-old design of the Alusuisse-framed vehicle for customer appeal. One regular user told Tillingbourne: "This is the most comfortable bus I have travelled on."

The three new Prismas in Tillingbourne's fleet are 49-seaters, serving four routes around Guildford. They feature hard trim throughout to minimise vandalism and cleaning, with Richards & Shaw Tempo seats. They have joined five Vectas and four MetroRiders within a fleet of 68 vehicles.

The final word has to go to Tillingbourne's drivers, who rate the 0405 for its well laid-out cab and responsive drive which, coupled with a built-in retarder, gives a smooth and stress-free day's work.

Former Merseyrider man buys new buses

OPTARE

LIVERPOOL bus operator Dave Forrest is strengthening his new fleet, Merseypride Motor Services, with the purchase of new buses which include the first lowfloor Optare Excel to go into regular service in Liverpool.

Mr Forrest was appointed Merseyrider manager by MTL in Liverpool in 1994, when his former company Blue Triangle was acquired by MTL. Last year he developed the Liverpool heritage service, using his own preserved vehicles, before being made redundant by MTL.

He set up his new company at the end of last year and runs a mixture of commercial and secured services in Liverpool and Bootle. He has already purchased a number of new Dennis Darts, as well as operating his own heritage fleet, which includes a London RM and a fully-fronted Titan PD3. Second-hand acquisitions include double deckers and minibuses, which will gradually be replaced by new vehicles as the business grows.

The Excel will be allocated to a commercial route between Liverpool and Dingle, although it will also be available for secured Merseytravel services. "Unfortunately we are being confused with a Mr R Peers who sometimes operates under the Merseypride Coaches name," said Mr Forrest. "We are in the process of sorting this out but I would like to stress that Merseypride Motor Services Limited is the only registered name, and we have no connection whatsoever with Mr Peers."

Lowfloor

OPTARE

HULL-based East Yorkshire Motor Services has continued its investment in lowfloor buses with a repeat purchase of Optare Excels for a busy west Hull route.

The four 45 seaters are joining a batch of five already operating on the 66/181 routes to Hessle following a

acquisition goes on

oute swap with Stagecoach KHCT, where joint workings on the 66/181 and 1/2 have been exchanged. Stagecoach now operates all eight vehicles on the 1/2 to Boothferry estate within the city boundary, and EYMS has all eight vehicles on the Hessle service terminating beyond the city limits.

The single-deckers have replaced double-deckers and are crewed by staff who have undergone customer care training. Featuring wheelchair accessibility and kneeling suspension, these are the only lowfloor buses currently in service in the city.

"It makes sense for all the buses on these two services to be lowfloor types, to minimise confusion in the mind of the passenger," said EYMS

IN BRIEF

Easy driving for Age Concern

THE dash-mounted gearstick on this Fiat Ducato minibus -adapted for 11 seats and two wheelchairs - offers easy driving for Blackpool and District Age Concern, and clears floor space. The 2.5-litre bus was bought with National Lottery money.

Down Under decker does it...

THOUGH Hong Kong is a keen buyer of British-built double-decks, Dennis hasn't got it all its own way, as this Australian-built Volgren 96 seater shows. Volgren's first ever double-deck, it was a one-off, but has been followed by an order for 50. It is based on MAN CR221LD chassis...

...but Trident still hot favourite

...whereas Dennis Trident chassis is still hot favourite, this bus being a Caetano-built Duple-Metsec... one of four in an order which also includes two ALX500s from Alexander. All are, of course, lowfloors.

Salvador Caetano

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49/53 recliners, toilet, boiler, cool box
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57 seats, power door, radio/PA/cassette
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TOYOTA – OPTIMO IV GL
21 recliners. Radio/PA/cassette. Choice of interiors,
immediate delivery
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94 (L) DENNIS JAVELIN – PREMIERE 320
53 recliners, power door, double glazed **£98,500**
93 (K) DAF SB3000 DKV – ALGARVE II
49 recliners, toilet, power door **£97,500**
90 (H) SCANIA K113 – PARAMOUNT 3500,
49 recliners, toilet, double glazed **£75,000**
90 (G) MERCEDES 0303 – PARAMOUNT 3500
48 recliners, toilet **£77,500**
90 (G) VOLVO B10M – EXPRESS LINER
51 seats, rear toilet, double glazed **£79,950**
90 (G) DENNIS JAVELIN – DUPLE 320,
52 recliners, courier seat, toilet **£54,950**
89 (F) VOLVO B10M – VAN HOOL ALIZEE
53 recliners, power door, double glazed **£69,950**
89 DAF SB 3000 VAN HOOL ALIZÉE
49 recliners, toilet, private plate **£74,950**
89 DAF SB 2300 ALGARVE
49 recliners, toilet, Algarve 11 front **£57,500**
89 DENNIS JAVELIN 11m DUPLE 320
55 seats, power door, retrimmed **£49,500**
82 (X) LEYLAND TIGER – SUPREME V
48 seats, toilet **£15,500**
82 BEDFORD YMPS DUPLE DOMINANT II
35 seater, power door **£7,500**

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90 (G) MERC 408 D – COACHCRAFT	15 seats	**£16,500**
89 (G) TOYOTA OPTIMO I,	18 seats	**£18,950**
89 (F) TOYOTA OPTIMO I,	18 seats	**£18,950**
86 (D) MAN 8.136 – G C SMITH,	28 seats	**£12,950**

Full list available on request

Salvador Caetano

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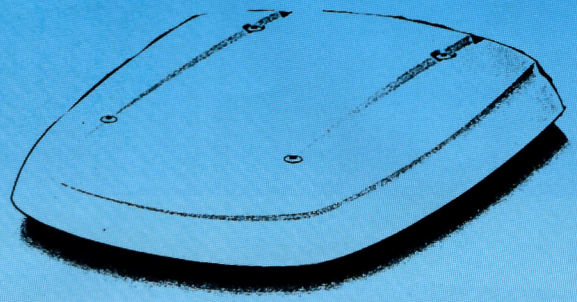

Features include new design of leading edge splash dam lip and return lip around circumference of body. Positive seal on the roof panel, 12V and 24V, white plastic dome and black interior grille

Please contact
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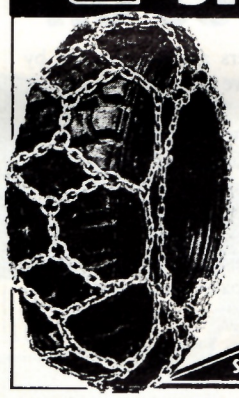

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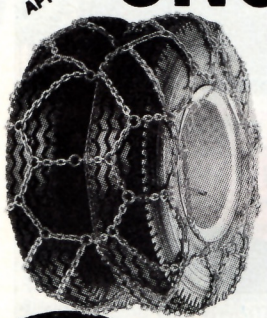

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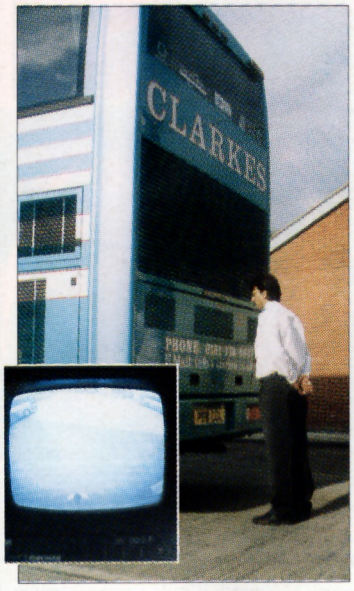
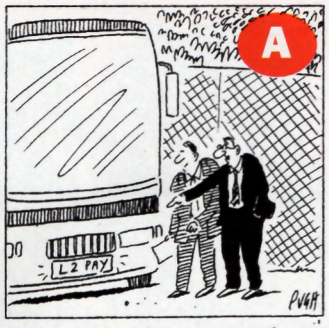




'The council says if it builds the infrastructure first the buses will follow'

'I bought it in memory of the wife'

'Alas we will be first'

HERE'S your second chance to win a reversing camera which can help save lives and cut your insurance bill. We are repeating the competition first featured in in our *Show Daily* produced for Coach & Bus 97 at the NEC. The closed-circuit TV camera is mounted in the back window of your coach and a monitor in the cab close to the interior rearview mirror gives your driver the ability to see whatever is behind the coach. The hardware has been tested and approved to high standards to withstand vibration and heat.

Utopia Electronics of Guildford had its Third Eye CCTV reversing system fitted to the latest Jonckheere Monaco-bodied Volvo B12R operated by Clarkes of London in one day in Clarkes' own workshop by auto-electrician Ricky Bryan, and it was tested by *CBW* editor Mike Morgan.

The subsequent fitment is neat and very unobtrusive. The neat monitor housing blends with the other cab fittings and is centrally located above the windscreen. The camera is in a robust casing the size of a cigarette packet - inconspicuous from outside and inoffensive on the inside.

Regular driver Sid Chana was enthusiastic about the safety benefits of the system which, he said, had been trouble free and without vibration, while greatly improving confidence when reversing. This confidence was put to the test when he agreed to stand in the path of the coach while it was reversed to within 30 centimetres of his feet (left).

If you enter our competition a fully-fitted Third Eye CCTV kit can be yours. All you have to do is match the three cartoons (above) with the correct caption. Complete the entry form, photocopy it and post it or fax it to *CBW*, Wentworth House Wentworth Street, Peterborough PE1 1DS.

First correct answer out of the hat on 31 October is the winner.

WIN A REARVIEW CCTV ENTRY FORM

Cartoon A: the correct caption is.....

Cartoon B: the correct caption is.....

Cartoon C: the correct caption is.....

Name.....**Position**.....

Company.....**Tel**.....

Address.....

.....

Tel.....**Signature**.....

COMPLETE OUR CROSSWORD AND WIN A BOTTLE OF SCOTCH

THERE was so much to see at Coach & Bus 97 that many of our *Show Daily* readers had little time to do this crossword. So here's another chance for them and for all *CBW* readers. The first three correctly completed grids to get to us within 10 days will win their compilers a bottle of Scotch.

So get your thinking cap on. When you've completed the grid, please PHOTOCOPY it and send it to: Mike Morgan, Editor, *Coach and Bus Week*, Wentworth House, Wentworth Street, Peterborough, PE1 1DS to arrive no later than Tuesday 31 October.

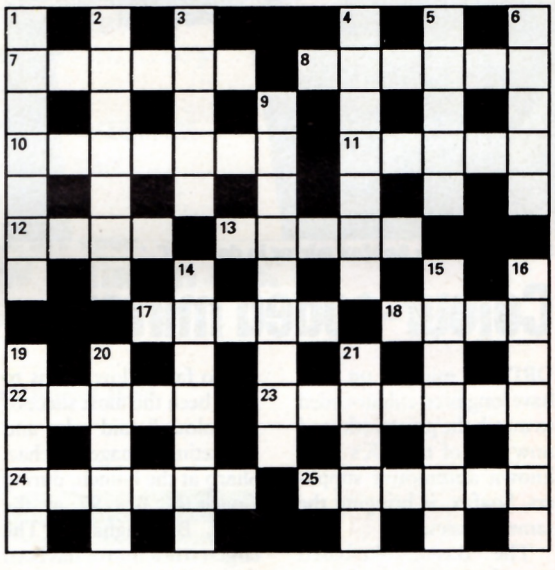
CLUES

CLUES ACROSS

7. Realize Eddie's in a Van Hool body model (6)
8. On-board water heater lets off some steam (6)
10. An exclusive way (new to the M4 near Heathrow) to give priority to 4 down (3,4)
11. Temporary bollards used as ice-cream cornets? (5)
12. Join a Speed-y firm for their Gatwick to Heathrow connection (4)
13. We'll shortly hear about a steering guide (5)
17. A dish-y little number for a registration show-off! (5)
18. Test model that causes political protest? (4,abbr)
22. The EuroRider's Spanish bodybuilder hides in a massive coach (5)
23. A wild cat spotted the Supreme coach (7)
24. River used before Transit bus firm was sold to become Stagecoach Oxford (6)
25. Imperial type from the pre-litre days (6)

CLUES DOWN

1. Secure feature for strapping passengers (3,4)
2. Carnwath Coaches company from Harold's (two-time Labour P.M.) family? (7)
3. Hold-up caused by cars trespassing in 10 across (5)
4. Vehicles for sports trainers? (7)
5. Not visually aware of the destination display (5)
6. Emerald Isle natives whose Transport concerns Minister, Alan Dukes (5)
9. Channel-hopping underwater traveller (2,7)
14. A high road, above all, that the insect finished off! (7)
15. Remembers the vehicle safety comebacks (7)
16. What is Al doing putting luggage on board? (7, anag)
19. Ricon wheelchair aids have their ups and downs (5)
20. A brake operator is afoot, for one (5)
21. The Society for the Prevention of Accidents led by the Windsor family (5)



Name:.....

Position:.....

Company:.....

Address:.....

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Telephone:.....**Postcode**:.....

Elite perfects fully-tested system for fitting three-point belts to Dominant

Belts are no pipe dream

By Mark Williams

Dominant seats with three-point belts. Nickson(inset): 'tested to M3 standard'

THREE-POINT seatbelts for a Duple Dominant may sound like a pipe dream or disaster, but specialist fitter Elite has perfected a fully-tested system for these popular school buses.

Elite re-engineers the standard seat and mountings and fits top-quality Safetex diagonal and lap belts for around £1,500 per 53-seater, said proprietor David Nickson: "The system has been tested to M3 coach standard at MIRA, and uses a Safetex belt which should fit even children safely," said Mr Nickson.

The Bus Belt developed by Safetex addresses the problem of the shoulder strap being positioned too high on a child, which can lead to more severe injury in the event of a frontal impact. It uses a sliding buckle on an extra 'down' strap to secure the diagonal web below shoulder height, as recommended.

When fitted by Elite, attention has also been focussed on the position of the waist strap, which can cause 'submarining' of the child under the belt if incorrectly fastened.

At least one council has already said it will recommend Elite's fitting service for the entire, contract fleet.

■ *Contact David Nickson on 0161 480 0617.*

Sharp: 'yellow Spafax mirror in demand'

Colour-coded mirrors

DRIVER mirrors on cars have long been colour-coded to match the paintwork, and now one of the UK's best-known automotive suppliers, Spafax, is bringing the same to buses.

The Basingstoke-based manufacturer is producing giant-sized mirrors in all the primary colours, with the option of specially-mixed colours for the right quantity. The mirrors use Spafax's unbreakable ABS lens, the mirror casing being made from high-impact, coloured plastic.

"So far, yellow seems to have been the most successful colour," said sales and marketing manager Michael Sharp at the launch, during Coach & Bus 97 at the NEC, Birmingham. "The largest truck mirror has been the most popular."

Spafax mirrors are at the top end of reflectivity, said Mr Sharp. They meet all regulations and, as was demonstrated, can withstand almost any impact.

■ *Contact Michael Sharp, 01256 814400, fax 01256 814141*

High-tech linings selling well

A YEAR since its launch, sales of Ferodo's F2020 PCV brake lining material are showing no signs of slowing down.

The manufacturer says it is on the verge of announcing new, solus deals with coach and bus operators as the merits of the asbestos-free material begin to show themselves.

Ferodo claims longer life, low noise and stability - as well as the obvious braking performance - for the high-tech brake components.

But while F2020 may be celebrating a full 12 months of sales, Ferodo is marking its hundredth anniversary... after a century which has seen it grow to the size where it fills its modern offices and training facilities in Chapel-en-le-Frith, Derbyshire.

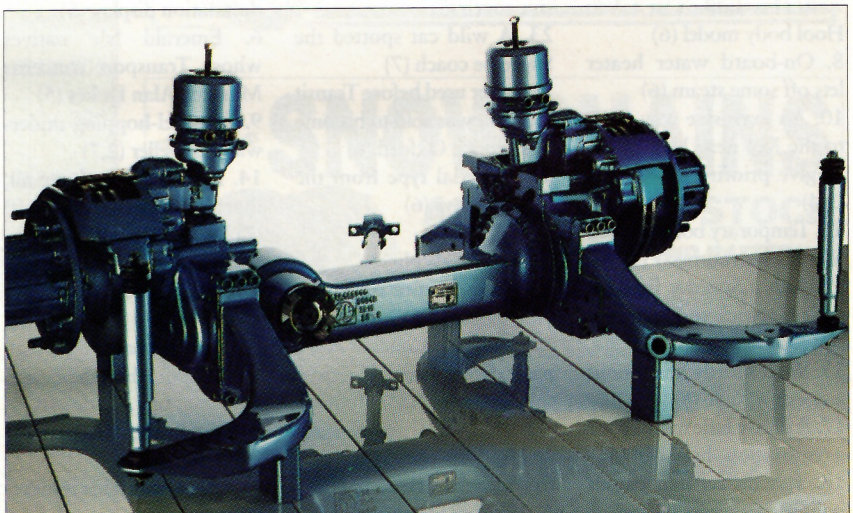
Drop-centre axle favourite says ZF

ZF is tipping its AV132 drop-centre axle as favourite for lowfloor bus applications in Europe.

The axle, shown linked to Ecomat automatic transmission at Coach & Bus 97, permits builders to maintain a step-free lowfloor to the rear of the bus with a floor height as low as 400 mm. Weighing 940kg, the axle is also expected to provide a weight saving over similar axles.

Engines driving the axle can be mounted transverse or longitudinally with either 90° or 80° angle inputs through gearboxes.

Rear overhang can be reduced thanks to the ability on AV132 to turn the portal through 90°.



The new AV132 generation of drop-centre axles from ZF comes complete with brakes

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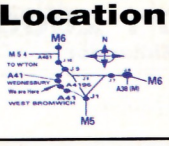

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1982 FORD DUPLE DOMINANT 4, 53 seats, tinted windows, armrest, headrest covers, carpet .....**£4,995 ono**

1978 VOLVO B58 CAETANO, 53 seats, curtains, carpets, seatbelts, radio cassette, microphone address system, MoT and tax .....**£7,500 ono**

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NEOPLAN SKYLINER 1991

Mercedes V8 twin turbo, Voith retarder, double glazed, owned by us from new, low mileage.

Excellent condition

£159,000 + VAT

"Also 91 available"

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66897/CM

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17 seater + 4 w/chairs, 1987, PSV 330 Turbo Diesel, **£6,950.00**

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Perkins Diesel - Full PSV Test Excellent throughout, **£4,700.00**

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High top - wheelchair access - Petrol **£750.00**

Leyland Daf - Robinhood body
8 seater + w/chair lift, 1987, long MoT - very clean, **£1,750.00**

All vehicles + VAT

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Air over leaf, 83 seats, tested till February 1998

£9,000 ono + VAT

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1993 K REG FORD TRANSIT

14 seater, 11 months MoT, fully seat belted. Plenty of tax, very clean and reliable.

£8950 + VAT ono

35 SEATER BRISTOL

Unlettered, all white, very reliable, 11 months MoT, 6 months tax.

£3700 + VAT ono

Tel: 01977 604117

72729/CM

1977 BEDFORD DUPLE DOMINANT 1, 53 seats, tested until 15/4/98 .....**£2,500**

1973 BRISTOL RE SERVICE BUS, 50 seats, 12 months ticket **£2,500**

D REG SHERPA 16 SEATER MINIBUS, engine rebuilt, tested 21/4/98 .....**£1,900**

All vehicles in daily use

Tel: 01286 672333

(Silver Star Coaches)

72736/CM

1994 RENAULT MASTER, M reg, luxury 16 seater, underfloor luggage, MoT Aug '98 .....£14,000 + VAT

1990 RENAULT MASTER .....£5,500 + VAT

1986 MERCEDES 307, 12 seater, 12 months MoT £3,500

Tel: 01502 711611

72659/CM

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FOR SALE:

All in excellent condition

1 x NEOPLAN SKYLINER - 1991 (77 seats)
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1 x RENAULT DODGE - 1989 (45 seats)
1 x HEAVY DUTY COACH TRAILER
1 x MERCEDES 608D - (19 seats)
1 x HOSPITALITY BUS

New coaches on order so all of the above must go

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BEDFORD YNT 500 TURBO PLAXTON SUPREME V

Unique vehicle, extremely low mileage, never used as PSV, new CIF, MoT to 25.9.98, fully carpeted, curtains, 47 semi-recliners, tinted windows, pa/radio cassette, side lockers, unlettered, new engine fitted by Vauxhall Motors just run in. Full service and mileage history for last 7 years.

£16,000 + VAT ono

01278 760480

72745/CM

1976 AEC 760

55 seats, engine rebuilt last two years, seatbelted, MoT 'til August '98, taxed January '98. Good condition, Mark IV front, Bristol Dome, 12 metres.

£3,500 ono+VAT

Call Ray on

0860 638 039

72703/CM

SCANIA K112 PLAXTON 3500

1989 F REG

Fully fitted with seat belts, demountable toilet, full draw curtains, 49/55 seats, MoT till November 1997, 1 owner from new, good condition

0181 366 4337
Mobile: 0958 575154

66883/CM

MAKE	BODY	REG DATE	COF	SEATS	W/CHAIR	PRICE
Merc 609	Reeve Burgess	1.3.88	Nov 98	23	N/A	£12,500
Merc 609	Advance	SOLD	July 98	20	N/A	£12,950
Leyland	Reeve Burgess	1.9.86	Aug 98	30	12 w/c	£6,500
Leyland	Wadham Stringer	1.2.87	April 98	24	8 w/c	£4,500
Renault 908	Reeve Burgess	1.7.88	April 98	23	8 w/c	£4,500

ALL OF THE ABOVE ARE IN VERY GOOD CONDITION AND MOST HAVE BEEN OWNED FROM NEW

PATTERSONS COACHES

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(West Midlands)

66879/CM

Holmeswood Coaches Limited

1988 (F) DAF SB3000 (ZF auto), Van Hool double deck coach, 72 seater, Executive **£59,500**

1987 (E) ACE PUMA (DAF engine), Plaxton Paramount 3200, 34 seater, Executive **£29,500**

Vehicles tested and ready for work.

All prices subject to VAT

Ring for further details (01704) 821245

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can offer the following vehicles for sale due to updates

1987 (E) MERCEDES 609D, 26 HB seats, boot, racks, MoT Sept '98 **£9,500+VAT**

1989 (G) MERCEDES 408D, 16 seats, large boot, 3 point belts, Coachcraft conversion, MoT Sept '98 **£9,250+VAT**

1986 (D) FORD TRANSIT 16-seater bus, Carlyle conversion, pod, perfect sides, vgc, MoT April '98 **£2,000+VAT**

1985 (B) MERCEDES 310, tail-lift, 6 MTB seats with 3-point belts, tracking, 60K, MoT July '98 **£1,750**

Contact Chris on
01234 268704 (Bedford)

72739/CM

LEYLAND LEOPARDS

1978
ALEXANDER 'T' TYPE
49 seater, MoT March 1998, four speed box, PAS, engine down

1975
DUPLE DOMINANT
53 seater, semi auto, clean interior, no MoT, engine good

£2,500 + VAT
for both or swap mini bus

Tel: 01355 235292

73418/CM

1987 Freight Rover Carlyle, 20 seats service bus, MoT 9/10/98 . **£1,500 + VAT**

1987 Freight Rover Carlyle, 20 seats service bus, MoT 17/6/98 .**£1,500 + VAT**

1987 Freight Rover Carlyle, 20 seats service bus, Ford DI engine and gearbox, MoT 8/9/98 . . . . . **£2,000 + VAT**

1978 (Dec) Bedford PJK, 29 seater Plaxton Supreme, power door, retrimmed, very tidy, MoT 2/12/98 . . . **£3,000 + VAT**

All the above in daily use and for sale due to loss of contracts and fleet update

CLYNNOG & TREFOR
Tel: 01286 660208

73422/CM

1988 Scania 112 Van Hool, 51 seats, full exec, demountable, video, P.P. **£58,500**

1988 Scania 112 Van Hool, 51 seats, full exec, demountable, video, P.P., new style front **£59,500**

1985 Scania 112 Jonckheere P50, new MoT, 53 recliners, P.P. **£26,500**

1986 Neoplan Skyliner, 77 seats, toilet, water boiler, Gardner auto, P.P. **£32,500**

Phone:
01626 332047

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Aug 1992
VOLVO B10M
Plaxton Premier

★ 46 seats, toilet, servery, overhead lockers
★ ZF fully automatic gearbox, integral retarder, ABS, 3-piece windscreen, digital destination

£89,950 ono

Ring Ian Hann on
0151 281 2811

73431/CM

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Resulting from the intake of new vehicles we offer for sale

1987 MERCEDES 609D
Robin Hood bodywork, service spec. Power door, 20 seats plus standees, PAS, good MoT's.
TWO TO CHOOSE FROM.

1986 MERCEDES 608D
Reeve Burgess bodywork, service spec. Power door, 20 seats plus standees, good MoT's.
ONE REMAINING

Ring Ian Hann on 0151 281 2811

73430/CM

1983 MERCEDES 508
19 seater, MoT expired but most of the work done.
£500

1984 VOLVO B10M
49 seater exec, brand new MoT, new coffee machine, all new seat rams, recent windscreen. This is an unusual vehicle and would suit a new operator, has it's done us proud over the last few years. It's priced to sell.
Part exchange considered.
Please ring for details
Grahams Coaches,
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Tel: 01805 622633
Fax: 01805 624148
EMAIL enquiries@grahams-coaches.demon.uk

73429/CM

S 215HR 1987 RATIONALE, 49/53 R. seats, demountable toilet, seat belts, re-upholstered in brown grafitti, retarder, ABS, fridge, water boiler, new diff, video/TV, curtains.....**£48,000 ono**

S 215HR 1987 RATIONALE, 54 R. seats, seat belts, re-upholstered in brown grafitti, retarder, ABS, fridge .....**£47,000 ono**

Tel: Coliseum on
01703 472377

73432/CM

Lakeside Coaches

VOLVO B10M 1989
PARAMOUNT 3500
53 recliners and courier. Double glazed, Telma, Webasto. Good condition, will retest if required.

£63,000 + VAT
01691 622761
SHROPSHIRE

73451/CM

1994 RENAULT MASTER, M reg, luxury 16 seater, under-floor luggage, MoT Aug '98 .....**£14,000 + VAT**

1990 RENAULT MASTER .....**£5,500 + VAT**

1986 MERCEDES 307, 12 seater, 12 months MoT **£3,500**

Tel: 01502 711611

73433/CM

1995 (Oct)
CAETANO ALGARVE
35 seater, curtains, carpets, reclining seats, courier seat, arm and foot rests, seat belts, radio / PA system.

£87,750 + VAT

Tel: Travel Green Coaches
01302 722227 or
0836 292816

73438/CM

1990 IVECO 49-10, PHEONIX CITY NIPPY BODY
25 seats, electric door, destination gear. White with blue stripes.
£6,000 + VAT ono

1988 RENAULT DODGE S56 MARK II
Northern Counties body, 27 seats, white with blue skirt. Tested June 1998. Taxed.
£3,900 + VAT ono
Both good condition

Tel: 0191 567 4193,
0191 521 1740 (eves)

73434/CM

TRANSIT 16 STR

Power door,
MoT Feb '98

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1988 E Freight Rover Sherpa 350 with Carlyle Mark II 20-seat bus bodywork, 5-speed manual, power door, beige/orange interior, full underbody overhaul with new chassis rails and floor crossmembers, **one only MoT'd, prepared and awaiting your paint instructions, £3,495**

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1988 F Ford transit DI diesel Mellor 16-seat coachbuilt coach, power door, retrimmed seats with seatbelts, one only

1988 E Freight Rover Sherpa Carlyle Mark II 20-seat minibuses, new MoT's

1986 C Ford Transit (sloping front) DI diesel 14-seat minibus, factory seats, just resprayed cream

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1987 D Freight Rover Sherpa 20-seat bus, Dormobile body, white exterior, recent engine rebuild, MoT to April 1998, very clean vehicle, £1,395

1985 B Mercedes 508D Deansgate short-wheelbase 16-seat coach, full size low-back coach seats, twin doors at back, blue moquette, MoT 12/97, one only, £1,995

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R Mercedes Benz Sprinter. Turbo D. Medium wheelbase, super luxury executive 12 seater mini coach. Superbly spacious. Full sized M2 luxury coach seats. Air conditioning. Side skirts. Timber cappings with luxury curtains. Drop step front entry. ***From £115 p week***

R Iveco Ford 49-10 Turbo D. Pullman Executive. 16 seater with huge rear boot. Full executive trim and fittings. Full sized M2 seats with luxury arm rests. Walnut cappings and luxury curtains. TV / video, P.A. system, reading lights. Option for air conditioning. ***From £180 p week***

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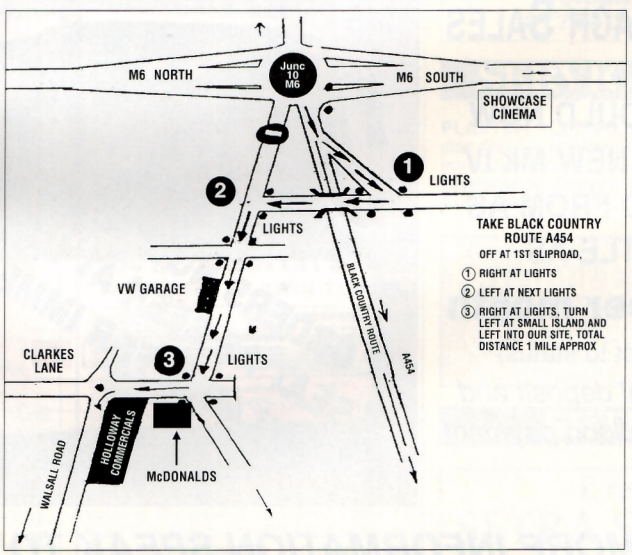

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Interior -grey; Exterior -white/green/blue.
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1992 BOVA FUTURA FHD
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Interior -autumn tint; Exterior - white.
MOT December 1997.

1992 VOLVO B10M VAN HOOL ALIZEE D/H
48 reclining seats, rear floor mounted toilet, servery with fridge, water boiler.
Interior - blue/grey; Exterior - white/yellow/blue.
MOT December 1997

1990 DAF SB2300 JONCKHEERE DEAUVILLE
51 reclining seats, centre sunken toilet, continental door, water boiler, wired for video/monitor.
Interior - grey/maroon; Exterior - white.
MOT March 1998.

1990 VOLVO B10M PLAXTON 3500
49 reclining seats, centre sunken toilet, continental door, aircraft type lockers.
Interior -brown, Exterior- white.
MOT May 1998

1988 VOLVO B10M PLAXTON 4000
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1987 FREIGHT ROVER
20 seats, power door.Exterior-white.
MOT August 1998.

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Interior -autumn tint; Exterior - white.
MOT March 1998

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MOT October 1998

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MOT May 1998.

1985 FORD TRANSIT 190 (Diesel)
16 seats, power operated door. Interior - brown; Exterior - white. MOT March 1998.

1984 DAF DKFL CAETANO ALGARVE
50 reclining seats, rear floor level toilet, continental door. Interior -autumn tint; Exterior - white. MOT July 1998.

1984 BOVA EUROPA III
49 reclining seats, courier seat, centre sunken toilet. Interior -fawn/orange; Exterior -blue.
MOT March 1998

1983 VOLVO B10M JONCKHEERE P90
58 reclining seats, toilet, water boiler.
Interior -brown; Exterior -red/white.
MOT July 1998

1983 DAF DKFL Plaxton Paramount 3200
51 reclining seats, power operated entrance door, Telma retarder.
Interior -autumn tint; Exterior -white.

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1989 VOLVO B10M GLE JONCKHEERE DEAUVILLE, 49 reclining seats, courier seat, toilet, double glazing, wiring for video, Webasto and including air conditioning

1988 BOVA FUTURA RHD 12/29 INTEGRAL, 49 reclining seats, courier seat, centre sunken toilet, continental door, exterior white.

1988 (August) BOVA FUTURA FHD/12/29 INTEGRAL, 49 reclining seats, courier seat, centre sunken toilet, continental door, exterior white.

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1985 LEYLAND TIGER 245 TL11, BERKHOF EVEREST, 49 reclining seats and courier seat, continental door, sunken toilet, wiring for video.

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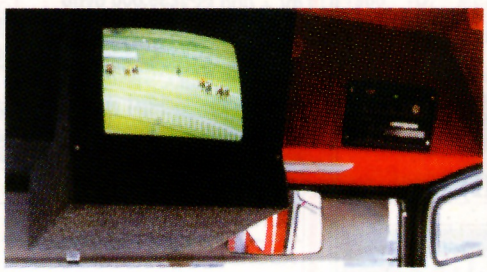

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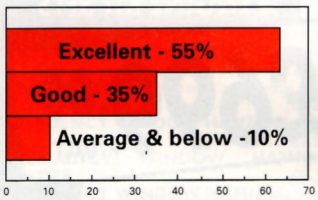

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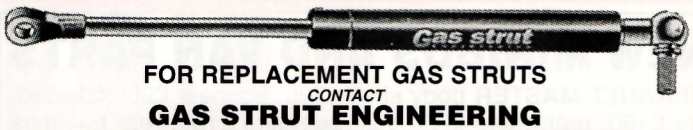

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To apply, send full CV to Bill Cogle, Director - Consultancy Services, Austin Knight UK Limited, 98 King Street, Manchester M2 4WD. E-mail: cv3@austinknight.co.uk Please quote Ref FS20 in your covering letter. Closing date for receipt of applications 7th November 1997.

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The Education Transport Section at Norfolk County Council provides school and college transport services daily for approximately 27,000 students, operating a mix of contracted and fleet vehicles and public transport services.

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The successful candidate must be self-motivated, have good planning skills, have a knowledge of passenger transport functions, and be able to work under pressure within this customer-led service. A knowledge of IT and keyboard skills are also required.

This is an opportunity to work within a small team dedicated to ensuring high quality services are provided for the pupils and students of Norfolk. The use of a car will be required for which an allowance will be paid.

If you wish to discuss the post further, please contact Nikki Park on 01603 222680.

For further details and an application form please write, enclosing a large self-addressed envelope (23 x 32 cm - no stamp needed) to Mrs Jean Wood, Education Personnel Services, Room 7, County Hall, Martineau Lane, Norwich, NR1 2DL.

Please quote job reference EPS7/171.

Closing date: 30th October 1997.

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NORFOLK COUNTY COUNCIL Education

72662/APP

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NORFOLK COUNTY COUNCIL

Department of Planning and Transportation

Tenders are invited for the provision of local bus services in the Broadland, Great Yarmouth, Norwich and South Norfolk areas of Norfolk commencing January 1998.

Forms including full details are available on application to the Director of Planning and Transportation, County Hall, Martineau Lane, Norwich, NR1 2SG, marked for the attention of the Public Transport Officer, and must be returned to the Director of Law and Administration not later than 2 p.m. on Thursday, 27 November 1997.

72684/TEN

When replying to any of these advertisements, please let the advertiser know that you found their name in

CBW Coach and Bus Week

METRO

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Operators who wish to receive more information and tender documents should write to:

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M Woodhall
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October 1997

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72777/TEN

PEOPLE

Tony Harvey leaves Yeates for own firm

By Mark Williams

YEATES's sales and marketing director Tony Harvey is to leave the company to set up his own business.

Mr Harvey, 51, is one of the best-known coach sales personnel in the country, having spent 17 years in the PSV industry. He is also one of the few salesmen to have come from a background in the services.

He left the Grenadier Guards in 1978 with the rank of warrant officer to join Kirkby Central in Bristol in the same year. The company merged and became Kirkby Kingsforth, then Mr Harvey joined Volvo in 1987 as southern area sales manager.

He joined Yeates in 1990, progressing through a succession of sales and marketing-related positions until reaching his current post. He leaves Yeates on 31 October.

"It's the right time for me to move," Mr Harvey told *CBW*.

"I'm tired of wearing a collar and tie every day, maybe, and looking forward to putting on jeans with creases in them."

Mr Harvey will continue to sell coaches on a commission basis, he says, but has his eye on setting up his own business with a broader base: "But I don't regret a moment with Yeates. We've had some good times," he said.

Harvey: 'The right time for me to move'

Colledge is tours manager

JEFF Colledge has taken the post of tours manager at Birmingham International Coaches of Tile Cross.

Mr Colledge worked for the Travel Shop, a tours retail operation in Scarborough, and is well known for his deep affection for buses and bus photography. At BIC - which also runs Clarabelle Coaches - he is concentrating on building up a new tours programme for 1998 and getting into the group sales market.

The BIC fleet - which includes 10 front-line vehicles - is primarily used for private hire, National Express duplicates, tour operator work and the existing tour programme.

"Among one of the first things I have done is to book space at Holiday 98 show at the NEC, taking one of our P-registered coaches to the public," said Mr Colledge. "I can see a great future in marketing our services direct to group organisers."

Memorial service for former coach station md

A MEMORIAL service for John Millard, MBE, former managing director of Victoria Coach Station, was attended by a large number of industry friends.

Mr Millard retired from his position in 1991, having run VCS for 12 years. It is believed he died from cancer.

He is survived by a widow and two sons.

SUBSCRIPTIONS

CBW Coach and Bus Week
The PSV industry's news weekly

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2. What is your company's main business function?

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